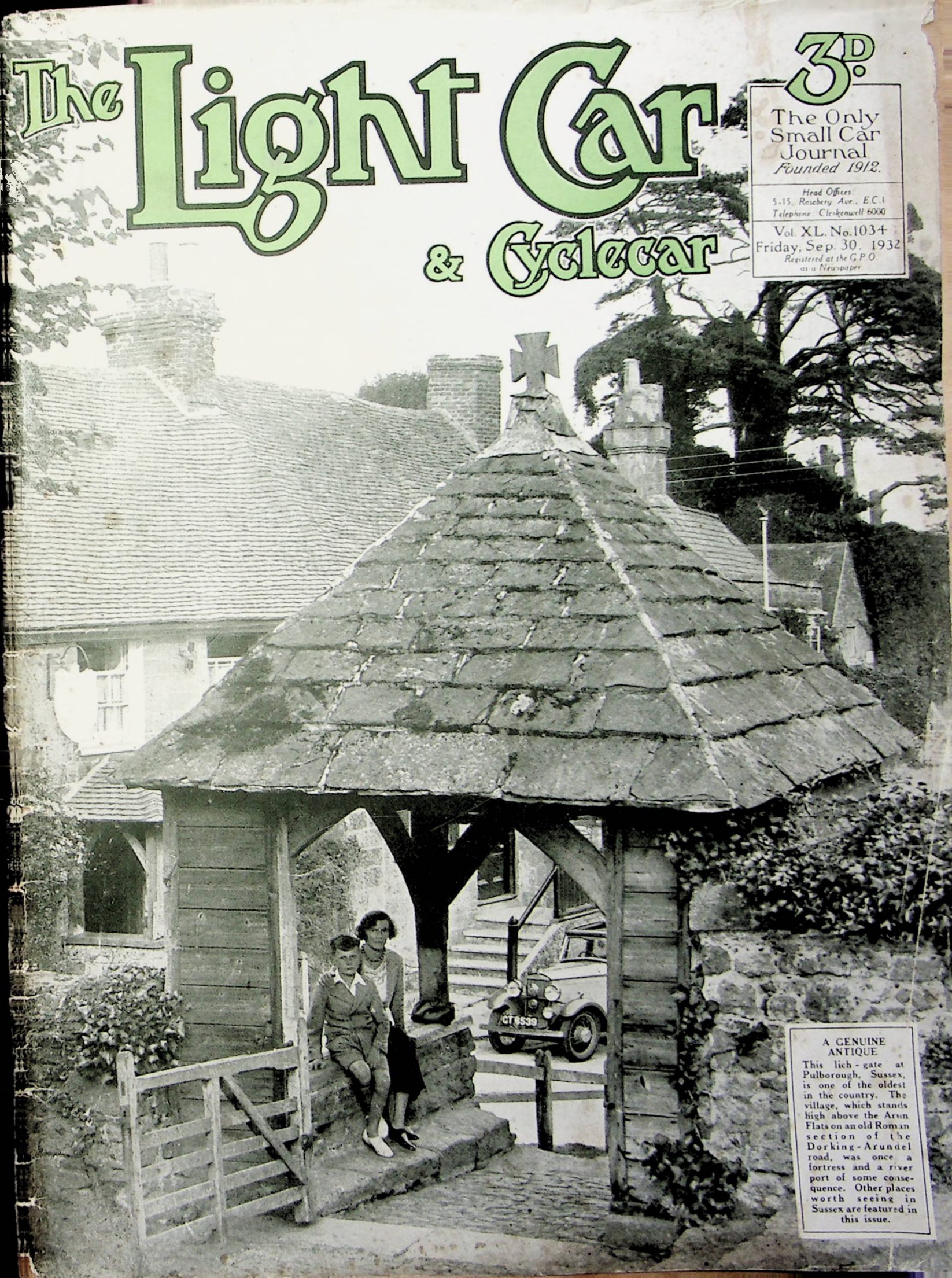
The Light Car & Cyclecar

3D.

The Only Small Car Journal
Founded 1912.

Head Offices:
5-15, Rosebery Ave., E.C.1
Telephone: Clerkenwell 6000

Vol. XL. No. 1034
Friday, Sep. 30, 1932
Registered at the G.P.O. as a Newspaper



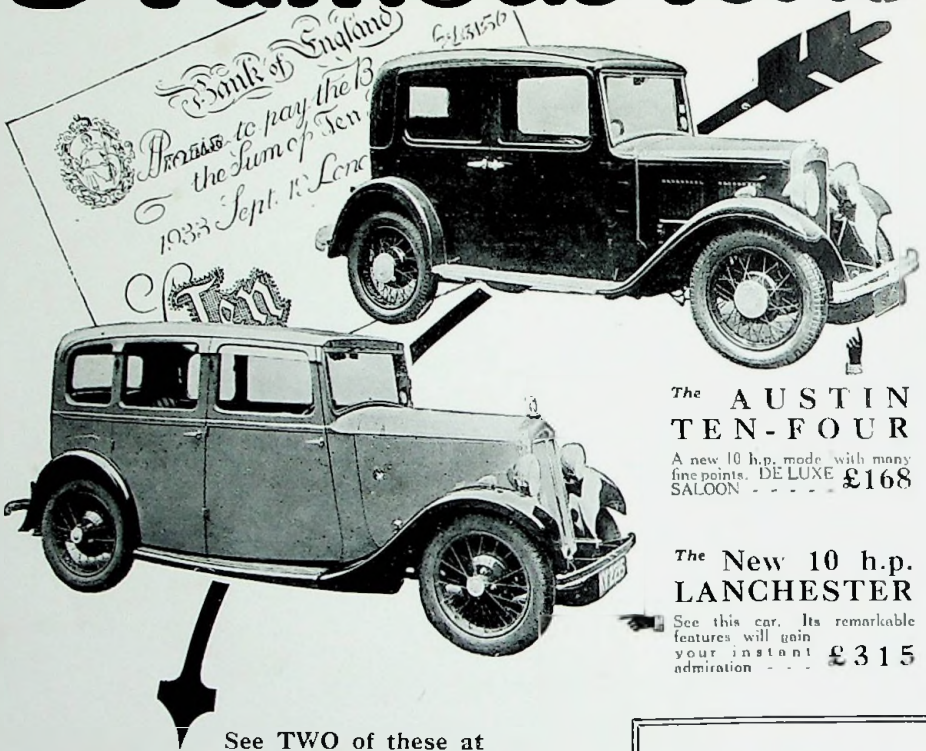
A GENUINE ANTIQUE

This lich-gate at Pulborough, Sussex, is one of the oldest in the country. The village, which stands high above the Arun Flats on an old Roman section of the Dorking-Arundel road, was once a fortress and a river port of some consequence. Other places worth seeing in Sussex are featured in this issue.

NORMAND GARAGE LTD



3 Famous Tens



The AUSTIN TEN-FOUR

A new 10 h.p. model with many fine points. DE LUXE SALOON - - - - - £168

The New 10 h.p. LANCHESTER

See this car. Its remarkable features will gain your instant admiration - - - £315

See TWO of these at

NORMAND GARAGE LTD

489, OXFORD ST., LONDON, W.1
LIGHT CAR SHOWROOMS
Between Selfridges and Marble Arch *Mayfair 6801/2*
11, HAMMERSMITH RD., W.14
Trojan Showrooms *Opposite Olympia* *Fulham 3477*
AVONMORE PLACE, AVONMORE RD., W.14
Service Department *Fulham 4972*

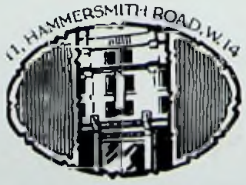
HIRE AND DRIVE YOURSELF
Austin 7 and Morris Cowley Saloons
TAXED AND INSURED. UNLIMITED MILEAGE
WEEK-ENDS from 3 Gns. Weekly from £4 - 10 - 0
HIRE DEPARTMENT—
92, GLOUCESTER RD., S.W.7 Frobisher 3037

AUSTIN
FORD
LANCHESTER
MORRIS
ROVER
STANDARD
TRIUMPH
TROJAN
WOLSELEY

Any make of car supplied for cash or on our own financed deferred terms—arranged in 48 hours.

Your present car taken in part exchange—Best possible price given.





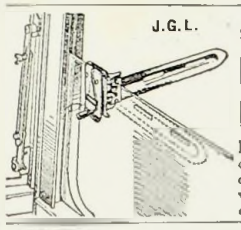


BATTERIES

Guaranteed to be full capacity and suitable for starting as well as lighting. These Batteries must not be confused with cheap makes Ours are made by one of the oldest, well-known and most experienced Battery manufacturers in the trade

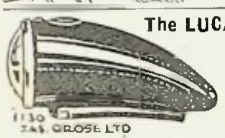
A. 6v. 56a. Austin 7, Coventry Victor, Citroen, Clyno, Morgan .. 22/6
B. 6v. 72a. Morris Minor 26/6
C. 12v. 56a. Late Morris Cowley 42/-
D. 12v. 70a. Late Morris Oxford 50/-
E. 6v. 72a. Ford, Essex, most American cars 28/-
F. 6v. 85a. Ford, Chrysler, Buick, etc. .. 31/-
G. 6v. 72a. New Ford 30/-
H. 6v. 85a. New Ford 33/-
J 6v. 100a. Buick, Chrysler, Hudson, etc. 36/-

Batteries charged at our EUSTON ROAD Depot.
Bring your Battery to us to be correctly filled and charged.
LUCAS or EXIDE BATTERIES supplied and charged



Hand-operated DIRECTION INDICATOR

Designed to fit on the drop window of saloon cars. Can be used with window open or closed **3/6**



The LUCAS STREAMLINED SIDE LAMP 10/6

The neatest and smartest Side Lamp ever made.



A SET of 4 PISTONS, RINGS and GUDGEONS

Super Quality Fully Guaranteed
For AUSTIN 7 and MORRIS COWLEY & MINOR.
OUR PRICE **21/-**

DUAL ARM WIPERS

for attaching to existing windscreen wipers



Stadium Courtesy **5/-**
Stadium 5-minute Fixing **6/6**
"Second-Sight" Suction Fitting **7/6**



ROOF LAMP

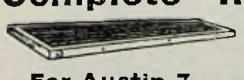
Highly Plated Holder with attractive glass Bowl. Complete with Switch .. **3/-**



STEP MATS

with Kick Plate and Scraper .. **4/3**
Less Kick Plate and Scraper **3/6.**

Complete RUNNING BOARDS



For Austin 7 Pair **7/6**

HAVE YOU GOT OUR 300-PAGE ILLUSTRATED CATALOGUE? IT WILL SAVE POUNDS. Post free 3d.

SPECIAL NOTICE.

Our Holloway Road Depot is now closed for Rebuilding.

SPORTS JAMES GROSE LTD., GAMES
EST. The Original Motor-cycle and Accessory Firm. 1876 Cycles and Accessories
379 Euston Road
Great Portland Street
LONDON N.W.1

RE-BUILDING CLEARANCE

Slightly soiled goods returned from our HOLLOWAY ROAD DEPOT which is being rebuilt, also manufacturers' clearance surplus lines. FIRST CASH SECURES.

	LIST PRICE	OUR PRICE
12 Gear Lever Extensions for Austin 7	3/6	2/9
4 " " " Morris Minor"	2/6	1/6
6 Pairs Just-it Cable Adjusters for Austin 7, etc. .. .. Pr.	3/9	3/-
2 Desmo Flexi-Lubric Covers for Austin 7 Universal Joint	3/-	2/6
1 Pair Bosch Electric Direction Indicators	30/-	24/-
30 Stadium Electric Front Direction Indicators	35/-	9/6
1 Easyfit Pressed Steel Luggage Carrier for Austin	18/6	14/9
1 Ditto for Morris Minor	18/6	14/9
2 Car Trunks with 2 Inside Suit Cases	65/-	37/6
3 Hutchinson Air Replacement Seats for Austin 7	20/-	16/-
2 Lucas Electric Windscreen Wipers ..	21/-	16/9
10 Flying Stork Mascots, Chromium Plated	12/6	7/6
12 Large Size Metal Flower Vases ..	10/6	2/6
3 Lucas Cigarette Lighters, 6 or 12 v.	7/6	5/6
4 Dellarelli Cigarette Lighters, 6 or 12 v.	5/-	3/9
2 Elmo Locking Door Handles for Austin 7..	15/-	12/-
10 Klaxon Trumpet Type Electric Horns	10/6	6/9
4 Klaxon Trumpet Type Electric Horns, H.F.	15/-	8/9
2 Lucas Alette Medallion Front electric Horns, 6 and 12 v.	27/6	21/-
100 Handy Angle Mirrors, 3 in. ..	4/6	1/3
150 Handy Angle Mirrors, 5 in. ..	7/6	1/6
20 Genuine "Calormeter" Radiator Thermometers	17/6	9/6
30 Genuine "Calormeter" Radiator Thermometers, chromium	25/-	11/6
10 Cowey Variable Note Mechanical Horns	30/-	3/6
1 Lucas Roof Lamp with Switch ..	10/6	8/3
1 set Stevenson Hydraulic Jacks for Morris (a permanent Jack under the car)	59/6	35/-
10 Powerful Brass Foot Pumps with Connector	6/6	3/6
4 Barnacle Suction Fitting Licence Holders	5/-	4/-
6 Desmo Oil Gauges for Austin 7 ..	12/6	5/6
5 Lycett Spring Top Replacement Seats for Austin 7	25/-	15/-
100 Stadium Horn Rings for Austin 7	5/-	1/9
20 Panoramic Car Mirrors, 12½" x 2½"..	12/6	3/9
100 Lucas Festoon Dash Lamps with Bulb	15/-	2/9
6 Stadium Roof Nets	7/6	3/9
20 Bosch Sparking Plugs	4/6	2/9
12 P. & H. Spotlights with Mirror at back, Bulb and 12 yards Flex on spool in lamp	35/-	15/-
3 Light Car Stadium Spotlights ..	21/-	15/9
6 pairs Andre Ventilators for Saloon Cars, per pair..	10/-	3/-
3 Chromium Plated Tie Bars for Morris Minor	6/6	5/-
2 Chromium Plated Tie Bars for Austin 7	6/6	5/-
20 Spring Arm Steering Wheels for Morris Minor and Wolseley Hornet	40/-	10/-

GREAT CLEARANCE OF RADIATOR MUFFS

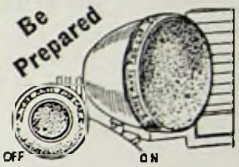


by well-known manufacturer enables us to offer best quality Muffs at the astonishing price of .. .. Worth from 10/- to 15/- each. Post 9d. **4/6**

For A.C., AUSTIN 7, ALVIS, ARMSTRONG, CLYNO, CITROEN, DARRACQ, FORD, HILLMAN, HUMBER, JOWETT, M.G., MORRIS, RILEY, ROVER, SINGER, STANDARD, STAR, SWIFT.

FOG DISCS

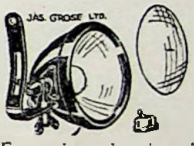
Be Prepared



COPPER AMBER SHADE

ALL RUBBER OR CELLULOID AND BLACK LEATHER CLOTH.

4 in.	6d.	8 in.	9d.
5 in.	6½d.	9 in.	11½d.
6 in.	7d.	10 in.	1/2
7 in.	8½d.	11 in.	1/2½



A BOON TO AUSTIN 7 OWNERS.
A SPECIAL
ROAD AND FOG LAMP 15/-

For use in conjunction with the Austin 7 Headlamps. Special Bracket fits to side of Radiator. Wired in conjunction with the Headlamps, this lamp comes into use when Headlamps are switched off. Complete with easily detachable fog disc. Instructions for fitting.

RADIATOR LAMPS



J.G.L. model 2	4/11
J.G.L.	5/9
P. & H.	7/6
Sentinel	8/-
Prima	16/9
Universal, burns for 7 days	8/-

CLEARANCE—*continued.*

	LIST PRICE	OUR PRICE
10 Spring Arm Steering Wheels for B.S.A 3-Wheeler	40/-	12/6
20 Light Car Jacks with Handle ..	6/6	2/11
3 P. & H. Outside Scope Mirrors, Saloon and Windscreen Fitting ..	7/6	5/6
2 Schrader Balloon Tyre Gauges ..	6/-	5/-
1 Pyrene Fire Extinguisher	18/6	14/6
1 Dunlop "Junior" Footpump ..	18/6	14/9
3 Lucas Sparking Plug Testers ..	4/-	3/-
4 Rotherham 2-level Petrol Attachments for Austin 7	5/-	3/6
30 Car Tyre Levers, 12"	9d.	7d.
40 Car Tyre Levers, 18"	1/-	9d.
3 Middlemore Fume Extractors for Morris	25/-	17/6
4 Tins Oronite Penetrating Oil	4/-	3/-
12 Grose Rear Oil Lamps	4/6	3/-
2 P. & H. Fog Lamps	21/-	15/6
30 Rubber Step Mats 12" x 7"	1/6	10½d.
3 Stadium Mudguard Width Indicators	3/6	2/9
3 Lucas Hydrometers for Battery Testing	4/6	3/6
2 Dunlop Fan Belts for Morris Minor ..	3/6	2/6
4 Mutax Auto Cleaning Brushes ..	5/-	4/-
1 Bowden Carburettor Flooder	5/6	4/6
6 Petrol Can Carriers for Running Board	4/3	2/9
3 Tins Simoniz Polish	3/6	3/-
6 Tins Johnson Car Body Cleaner ..	2/-	1/4
4 Atlantic Quick Lift Car Jacks.. ..	10/6	7/9
1 Dunlop Garage Jack	25/-	20/-
2 Olympic Stop and Tail Lamps with Foot Switch and Bulbs	7/6	5/6
1 Lucas Fog Lamp	25/-	20/-
6 P. & H. Viking Car Mascot Wings for Radiator Cap	6/6	4/-
4 Bradbury Valve Lifters	3/6	2/6
4 8-day Swiss Car Clocks, best make ..	40/-	18/6
4 Midland Spare Wheel Covers for 26 x 3·50 and 27 x 4.40	8/6	5/-

Our City Depot: 4, OLD JEWRY, CHEAPSIDE.

MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.



1933 12 H.P.

MODELS and PRICES

Economy Saloon	£265
Economy Sports Saloon (New model)	£275
Two-Seater with dickey	£295
Open Tourer	£295
Coachbuilt Saloon	£295
Sports Saloon	£315

SPECIAL COACHWORK

Foursome Coupé	£335
Coupé Cabriolet	£335
Folding Head Coupé (with dickey)	£345
Tickford Allweather Saloon	£365

SPECIAL EQUIPMENT comprising sliding roof, permanent jacks and bumpers **£12**



ARMSTRONG

SIDDELEY

WITH SELF-CHANGING GEAR

Write for Catalogue B.E. 88.

ARMSTRONG SIDDELEY MOTORS LTD., COVENTRY

London: 10, Old Bond Street, W.1. Manchester: 35, King Street West

STUARTSON

(INSURANCE) LIMITED.

THE PIONEERS OF MOTOR INSURANCE BY

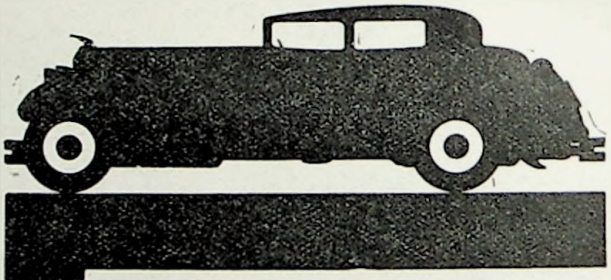
QUARTERLY PAYMENTS WITHOUT EXTRA COST

INVITE YOUR INQUIRIES. CALL, WRITE OR PHONE 34, LEADENHALL St E.C.3

Telephone: Monument 2351/6 (6 lines)

INSURANCE

AGENCY APPLICATIONS INVITED



"Some owners used to adjust their brakes every 1,000 miles or so, but since they have had LAYSTALL HARDENED STEEL BRAKE DRUM LINERS fitted, they now adjust their brakes only every 10,000 miles—and get better braking all the time."

BETTER and SMOOTHER BRAKING in all WEATHERS.

Write for the LAYSTALL BOOKLET giving full particulars.

LAYSTALL

EWER ST., SOUTHWARK, LONDON, S.E.1.

Telephone **HOP 6140** *(10 lines).*

Northern Branch Works:

55, FONTENOY ST., LIVERPOOL

TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

The End of a Perfect Year

AS OLD AS THE INDUSTRY — Riley — AS MODERN AS THE HOUR

MONTE CARLO RALLY.
Nine Rileys started, nine finished. Positions: 3, 4, 5, 10, 11, 16, 17, 18, 19. **Awards:** Astenposten Cup. Barclays Bank Cup. Prix du Docteur Mende. Monte des Mules Hill Climb 1st in 1,100 c.c. Class.

R.A.C. 1,000 MILES RALLY.
Positions: 1, 2, 4, 5 in Class 2. 3 in Class 3. **Awards:** Light Car and Cyclecar Trophy. Leamington Cup. R.A.C. Trophy. Daily Despatch Trophy. Eastbourne Cup. Ladies' Prize.

BRITISH 1,000 MILES RACE.
1st and 5th and 1st and 2nd in 1,100 c.c. Class. (First International Event won by ladies).

SCOTTISH RALLY.
1st and 2nd in "Small" Class and the Ladies' Prize. **Awards:** Royal Scottish Automobile Club Prize. Edinburgh Corporation Prize. Oban Council Prize. The Scotsman Prize.

INTERNATIONAL ALPINE TRIAL.
9 Rileys started, 9 finished. Riley Team won an International Alpine Cup. 4 Riley "Nines" won four Coupes des Glaciers.

R.A.C. TOURIST TROPHY (ULSTER).
1st and 2nd. Average speed of winners 74.23 m.p.h. The highest speed at which this race has ever been won.

1,500 C.C. CLASS.
1st Riley "Six"-Twelve. **Awards:** R.A.C. Tourist Trophy. Wakefield Trophy. 2nd Prize. R.A.C. Trophy. 1,500 c.c. Class.

DURBAN-JOHANNESBURG RECORD.
Beaten by RILEY "NINE." Average speed 55.26 m.p.h.

CAPE-JOHANNESBURG RECORD.
Beaten by RILEY "NINE." Average speed 45.21 m.p.h.

AND NOW

BROOKLANDS

500 MILES RACE

RILEY "NINE"

2ND

Average speed 99·61 m.p.h.

Also

4TH and 5TH

(Subject to official confirmation.)

RILEY (COVENTRY) LIMITED, COVENTRY, & 42, NTH. AUDLEY ST., LONDON, W.1

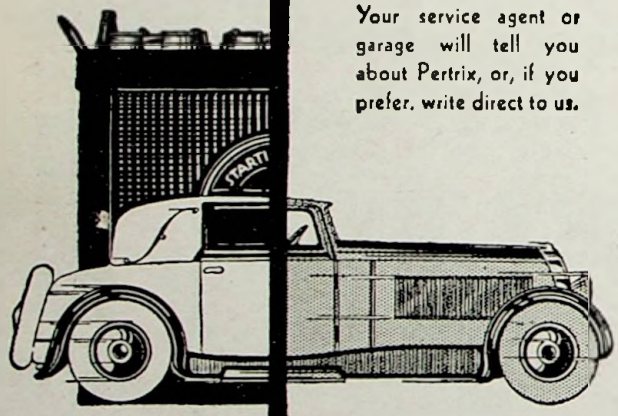
A quick and easy start

A touch of the starter switch . . . a short whirr . . . does your engine immediately leap to life?

No use blaming your starter if your engine doesn't pick up quickly, for if there isn't the power behind it, it cannot do its job. This is up to the battery.

You can *always* rely on a quick and easy start if your car is equipped with a Pertrix Battery.

Your service agent or garage will tell you about Pertrix, or, if you prefer, write direct to us.



Look for the Yellow Sign

PERTRIX BATTERIES

STARTING — LIGHTING — IGNITION

"The Batteries you can trust."

Advt. of Britannia Batteries Limited, Britannia House, 233 Shaftesbury Avenue, London, W.C. 2. Works: Redditch. Telephone: Temple Bar 7971 (5 lines). Telegrams: "Britanicus, Westcent, London."

M210

EXTRA MOTORING COMFORT



Get a TERRY SPRING FOOTREST!

The last word in car comfort—it absorbs all floor vibration and road shocks — prevents that "cramped" feeling so prevalent on long journeys—and obviates all desire for a "stretch." *Write for descriptive folder.*

(Patent applied for. Regd. Design 767870/31.)

Ideal for Lounge and Fireside comfort.

No. 1169.	Oak frame. Copper oxidised steel fittings. Rubber tread. Size, 14½" x 10". Price	12/6 each.
No. 1169a.	Upholstered in mixture Moquette Price	17/6 each.
No. 1169b.	For "Baby" cars and sidecars. Size, 11½" x 10". Price	10/6 each.

From Agents. If unobtainable locally, please write to us.

THE TERRY **SPRING FOOTREST**

HERBERT TERRY & SONS, LTD. REDDITCH ENG. EST. 1855

The Light Car & Cyclecar

OLYMPIA MOTOR SHOW NUMBERS

1st SHOW NUMBER

Friday, October 7

This issue will be published six clear days before the opening of the Show. It will contain the complete specifications of all the leading small cars on the British market and include other special articles of a Show flavour.

2nd SHOW NUMBER

Friday, October 14

This issue will be on sale within Olympia immediately the doors open on Thursday, October 13. The principal feature will be a stand-to-stand report of all the light-car exhibits, and the more popular makes of car will, of course, be illustrated. An interesting review of the Paris Salon which opens on October 6 will also be featured

3rd SHOW NUMBER

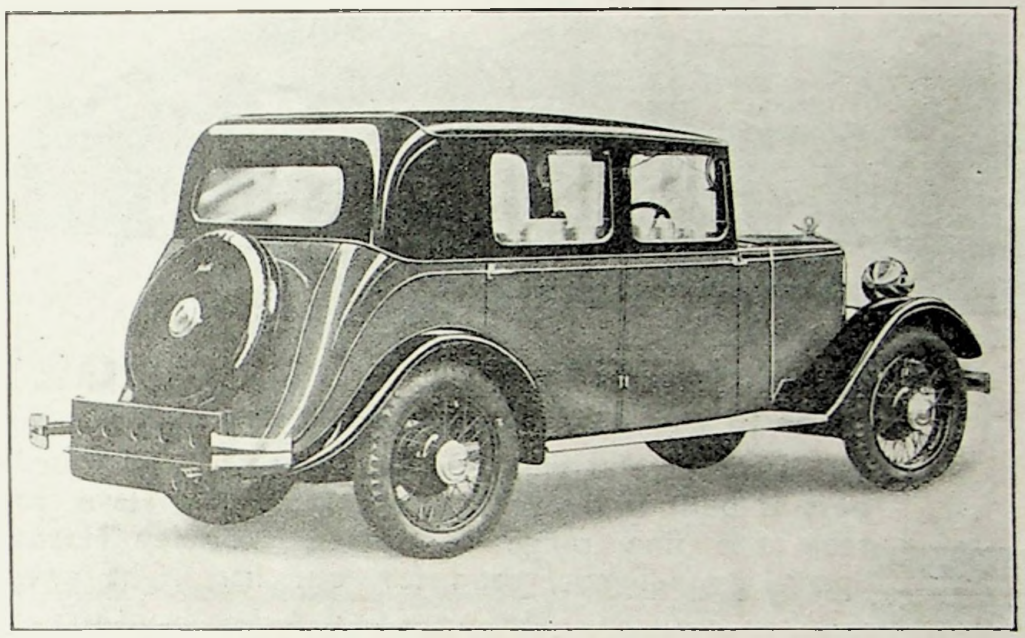
Friday, October 21

Price 3D. as usual.

This issue will also be on sale early at Olympia, and, as in previous years, it will contain a complete review of the small-car tendencies for 1933.

WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.

If doughty deeds



my lady please, we'll give her these in plenty. Sutton Bank, Porlock, Red Bank—a host of hills flatten out their crests when the "Kestrel" approaches.

But we give her more than deeds. The loveliest body that ever went on a light car, luxurious trimming, a well thought out colour scheme.

And on top, 12 volt lighting, silent second, bumpers, thermometer, automatic ignition, etc., etc.

To-morrow starts a new quarter. Start it in right fashion by buying a Jowett. You'll never regret it.

Prices from £135. Tax £7.

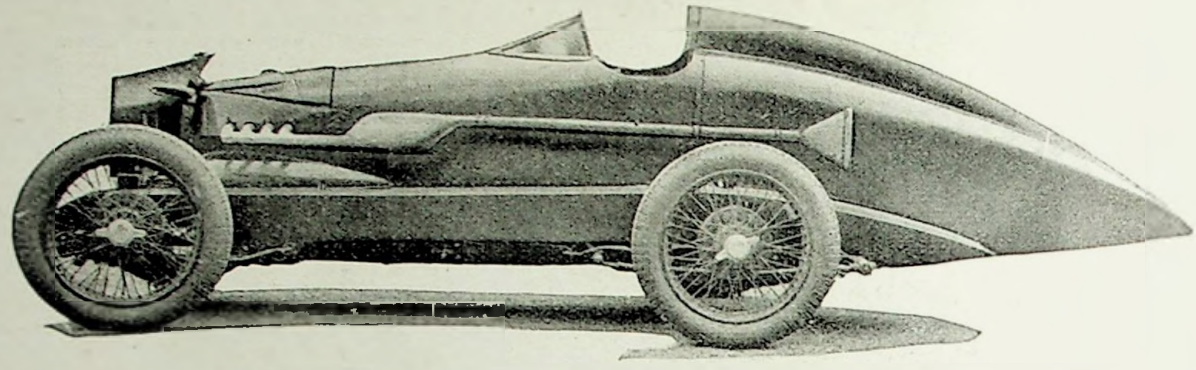
Send for new Catalogue.

JOWETT CARS Ltd., IDLE, BRADFORD

JENSEN MOTORS

WEST BROMWICH

DESIGNED AND BUILT THE SINGLE SEATER BODY OF



R. T. HORTON'S M.G. MIDGET

(First in the 500 Miles Race — Subject to Confirmation)

The same careful workmanship, elegance and sturdiness is built into every JENSEN body. Have you seen the fine range of Jensen Wolseley Hornet Specials? If not, send for our list right away.

London Distributors - C. R. ANDREWS MOTORS, Ltd., 30a, Bourdon St., Davies St., London, W.1.

INVINCIBLE



MOTOR POLICIES

QUARTERLY

without extra cost.

BE SAFE! INVINCIBLE INSURANCE IS the SOUNDEST Quarterly Proposition.

Lowest rates consistent with solid security.
"No Claims Bonus" allowed on transfer.

R.I.A. CERTIFICATES BY RETURN—POLICIES SENT AT ONCE

IMMEDIATE COVER can be obtained from

BRANCH OFFICES:

Birmingham	6, New Street
Blackpool	3, Yorkshire Penny Bank Chambers
Cardiff	22, Queen Street
Croydon	36, High Street
Derby	17, Corn Market & 2, Gower Street
Hull	140, George Street
Leicester	Allen House, Newarke Street
Liverpool	4, Drury Lane, Water Street
Manchester	27, Brazennose Street
Mansfield	17, Brunt Street
Nottingham	1/11, Carrington Street
Oxford	379, Cowley Road
Plymouth	9, Princess Square
Southampton	Verity House, 155, Above Bar
Swansea	Westminster Buildings, Church Street

or from INVINCIBLE POLICIES LIMITED

Palmerston House

51, BISHOPSGATE——LONDON, E.C.2

Telephone - - - - - - London Wall 0464/5/6

AGENTS WANTED

Oakeys helps to motorists

"WELLINGTON"

LIQUID METAL POLISH

gives a supreme lasting burnish to ALL METALS and GLASS—motor mirrors, lamps, windows, screens, etc.

In tins 3d., 4½d., 7½d. and 1/3.

Also in ¼, ½ and 1 gallon cans.

(Also makers of non-inflammable LIQUID METAL POLISH.)



"WELLINGTON"

VALVE GRINDING PASTE

FINE or COARSE. A perfect paste made of the finest materials. Absolutely non-greasy, it possesses great cutting properties. In Tins and Tubes.



JOHN OAKEY & SONS LTD.

WELLINGTON MILLS LONDON S.E.1.

TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

ALL SEASONS PLEASE



Summer or Winter, Spring or Autumn, the Self-Starting Solex Carburetter always gives a perfect mixture under all climatic conditions. No strangler, no "flooding," no "juggling" with controls, Solex ensures immediate starting and "get-away," saving engine wear and tear, and keeping petrol consumption to a minimum.

Fit the New

SELF-STARTING SOLEX

F TYPE CARBURETTOR

Post this coupon for details of our 30 DAYS' FREE TRIAL OFFER

SOLEX LTD., SOLEX WORKS, 223-231, MARYLEBONE ROAD, LONDON, N.W.1

Telephones: Paddington 8621, 8622, 8623, 8624, 8625, 8626.
Telegrams: "Solexcarb, Edge, London."

Please send me, post free, your illustrated catalogue and full details of your 30 DAYS' FREE TRIAL OFFER.

Name .....

Address .....

.....

Make of car.....H.P.....Year.....L.C.21

Start right away — and save all day!

The Oil for Speed



A New Grade for Sports Models and Motor Cycles

Sports "Filtrate" (Regd.) is a new grade specially manufactured for Sports Models and Motor Cycles. It stands up to extreme heat giving perfect lubrication to fast revving engines.

SPORTS "Filtrate"

"THE OIL WHICH STANDS UP TO IT"

In 5 gallon drums at 6/10 per gallon and handy round quart tins at 2/3.

INSURE Now!

FULL THIRD PARTY POLICIES

WITH ROAD TRAFFIC CERTIFICATE AVAILABLE ON DEMAND AT COUNTER OR RETURN OF POST.

	Annually	Quarterly
ANY DRIVER 8 h.p.	£3 - 10 - 0	18 - 6
Cowleys 12 h.p.	£4 - 5 - 0	£1 - 2 - 3
	£4 - 13 - 6	£1 - 4 - 6

NO CLAIM BONUS ALLOWED ON TRANSFER
10% REDUCTION FOR OWNER DRIVER

FULL COMPREHENSIVE POLICIES

ANY DRIVER	Annually	Quarterly
8 h.p.	£7 0 0	£1 17 0
Cowleys 12 h.p.	£8 10 0	£2 4 6
	£9 7 0	£2 9 0

DEFENCE LTD., DEPT. 6.

Insurance Brokers.

40, KING WILLIAM ST. THE MONUMENT, E.C.4

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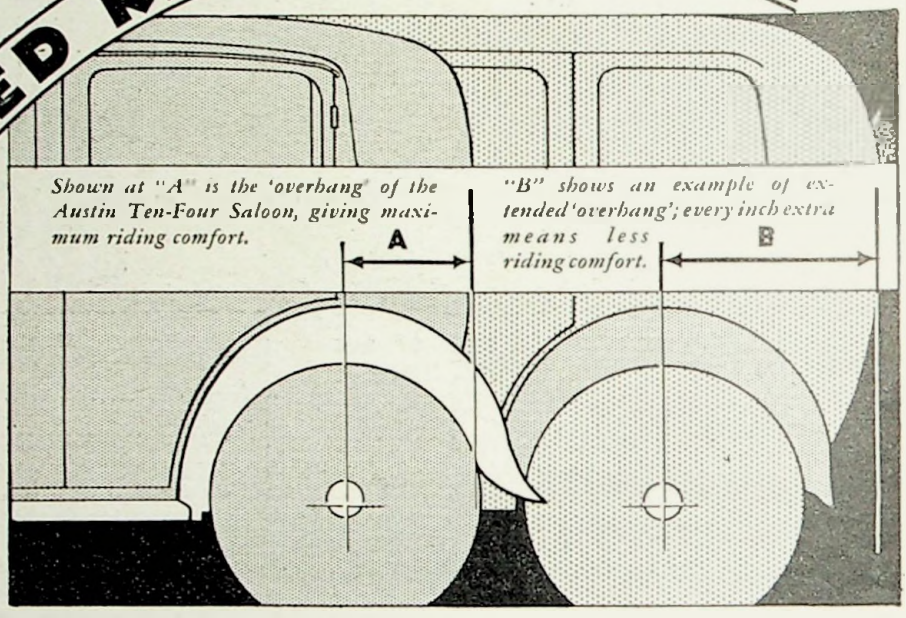
AS . DEPENDABLE . AS . AN . AUSTIN

REDUCED OVERHANG.... IMPROVED RIDING COMFORT



REDUCE 'OVERHANG' – IMPROVE RIDING COMFORT, AND LESSEN (1) RISK OF SKIDDING (2) WEAR ON TYRES (3) SWAY WHEN CORNERING . . . Expert opinion is agreed that the less 'overhang' in body design, the greater the riding comfort in the rear seats. For the less the seats are behind the rear axle, the less noticeable the rise and fall of the car on its springs—the passengers are carried *within the wheelbase,* not behind it.

By reason of its slight body 'overhang,' the Ten-Four (a good example of Austin body practice) gives as comfortable riding in the rear as in the front seats.

The Ten-Four De Luxe Saloon

£168

Price at works.

EQUIPMENT includes sunshine roof, best selected hide upholstery, Triplex glass throughout, Magna wheels, chromium finish, Dunlop tyres, oil pressure-gauge, petrol gauge, clock, speedometer, ammeter, 6-volt lighting with dipping beam device, electric horn and electric windscreen wiper.

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TEN-FOUR SALOON

The Austin Motor Co. Ltd., Longbridge, Birmingham. Showrooms, also Service Station for the Austin Seven and Ten-Four: 479-483 Oxford Street, London, W.1. Showrooms and Service Station: Holland Park Hall, W.11.

WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.



THEY'RE OFF! — *The start of the "750 supercharged" in the 500 Miles Race last Saturday. The winner of the race—Horton's M.G. Midget—is seen on the extreme left of the picture.*

What's On . . .

The Cream of the News

NEXT WEEK. Our first special Show Number.

ON SALE all over the country on Friday morning. Don't miss it.

THE FIRST of three "Specials" in connection with the Show, it will tell you all you want to know about every light car in active production on the British market.

THE SECOND Special—on sale all over the country on the opening day of Olympia (October 13)—will contain a complete stand-to-stand report of all the light-car exhibits, invaluable whether you can or cannot visit the Show, and—

THE THIRD Special Olympia Exhibition Number, published on Thursday, October 20 (again one day earlier), will present a complete analysis—in easily read and very interesting form—of light-car design for next year.

GREATLY ENLARGED and with many other special articles besides those already mentioned, each of these three fine numbers will cost only 3d. *as usual.* For safety's sake place a definite order with your newsagent or bookseller, otherwise you may be disappointed.

UNDERGROUND GARAGES in London, built from the proceeds of all fines paid for obstruction, would, it is affirmed, eliminate present parking difficulties. Garage proprietors, however, think differently.

THE LORD MAYOR of London refutes the suggestion that traffic lights are confusing. "No intelligent driver could have any difficulty in understanding them," he remarked at the Mansion House recently.

ABOLISH three-fourths of the traffic lights and half the painted signs; open all the one-way streets to two-way traffic; take most of the traffic police off the corners and put them to their proper task of thief-taking. This is the suggested solution to Manchester's traffic problems as outlined by a writer in the *Sunday Chronicle.*

THE 500 MILES RACE resulted in a fine victory for a light car. The event, unfortunately, was marred by a fatal accident to Mr. Clive Dunfee, whose Bentley skidded off the track. To the relatives and friends of the dead driver—who was one of the best-known men in the motor racing world—we extend our deepest sympathy.

DON'T FORGET to put your clocks back to-morrow (Saturday) night.

THE MONTE CARLO Rally will take place from January 21 to 29. Copies of the regulations are now obtainable from the R.A.C.

RACING DRIVERS and their friends will forgather at the Savoy Hotel, London, on November 18, the occasion being the annual dinner and dance of the B.A.R.C.

ST. CHRISTOPHER, patron saint of motorists, held sway in Budapest last Sunday when hundreds of vehicles and plaques were blessed by the Prince Primate.

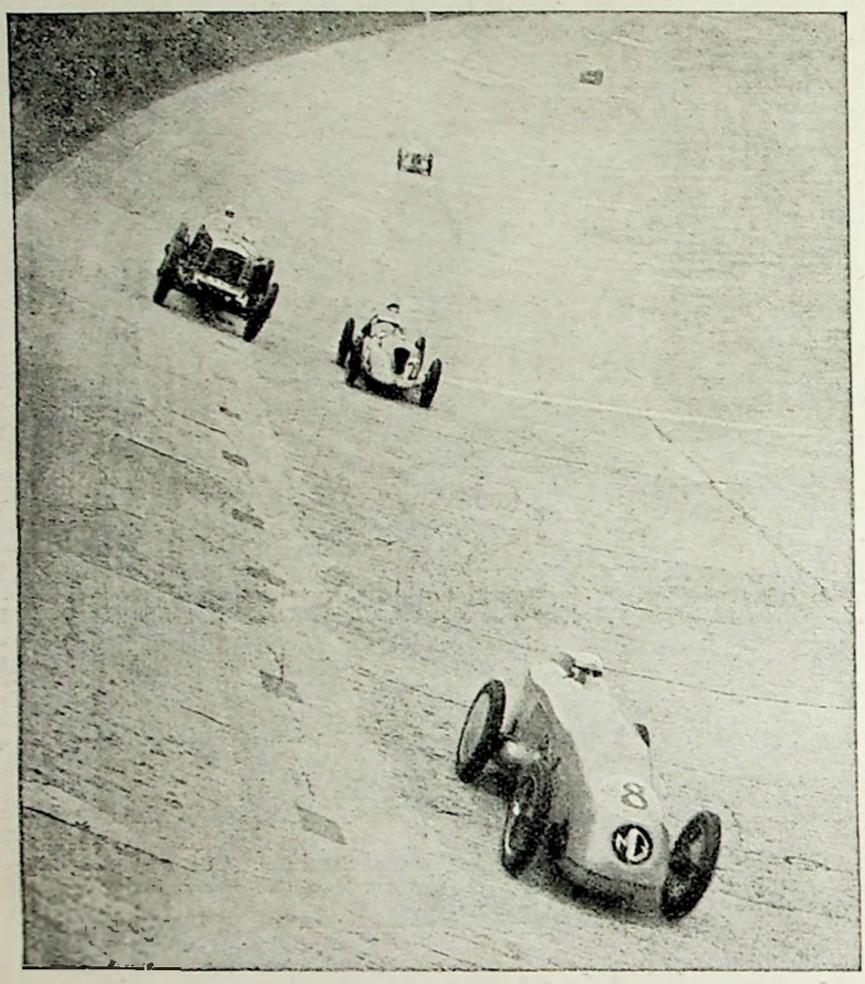
LAWN TENNIS, it is said, is good for motorists, because it trains the eye and leads to physical fitness and better judgment. It certainly produces hard drivers.

SINGERS on view at the Copenhagen exhibition are all fitted with left-hand steering—following the frequent suggestion of the Prince of Wales that British companies should study the requirements of foreign markets. The company occupies a stand with an area of over 800 sq ft.

ATTEMPTS ON RECORDS at Brooklands generally follow the 500-Mile Race. George Eyston (Bugatti) still holds *The Light Car and Cyclecar* Challenge Cup for the 1,500 c.c. local hour record. His speed was 115.55 m.p.h., and the successful attempt was made on October 10, 1927.

Light Car

R. T. Horton (M.G. Midget) Riley Second at 99.61



In full flight: a fine photo taken from the Byfleet Bridge. G. E. T. Eyston is seen leading the race in the "Magic Midget" at over 100 m.p.h., whilst behind him thunders the ill-fated Bentley.



In the hour of victory: the smiling R. T. Horton lifted shoulder high as he stepped from the winning car. With him is his co-driver, J. H. Bartlett.

HAVING driven a magnificent race—in which at one time it seemed that victory would be lost—before one of the biggest and most enthusiastic crowds which have visited Brooklands this year, R. T. Horton, in his single-seater super-streamlined 750 c.c. M.G. Midget won the fourth 500 Miles Race of the British Racing Drivers' Club at the amazing average speed for so small a car of 96.29 m.p.h.

Less than a minute behind him finished the 1,100 c.c. Riley entered by Capt. A. G. Miller and driven in turn by "J. Philip" and Cyril Paul. Their car averaged 99.61 m.p.h. for the distance, and came home less than 5 mins. ahead of the first big car to finish, the "105" Talbot, driven by the Hon. Brian Lewis and John Cobb, who took third place at 111.6 m.p.h.

The race was overshadowed by the poignant tragedy of Clive Dunfee, whose car—the eight-litre Bentley entered by Capt. Woolf Barnato—went over the lip of the banking just before the Members' Bridge, killing its gallant driver and crashing to destruction in the sunken road beyond. The car was travelling at about 128 m.p.h. when the disaster took place.

The 500 Miles Race lived up to its reputation for being the most gruelling as well as the fastest race in the world. Out of the 34 starters, 20 retired during the race, 11 finished and three were still running when the track was cleared.

The Team Award was won by team "C"—R. T. Horton, G. W. J. H. Wright and J. G. C. Low (all M.G. Midgets).

* * *

Speeds were terrific from the start of the race. Almost from the word "Go" there was a tremendous struggle between R. T. Horton and Capt. G. E. T. Eyston in the famous record-breaking "Magic Midget." Led by Eyston, these two cars were only seconds apart throughout the first three hours of the race, and until Eyston's car retired with engine trouble he seemed an easy winner, with Horton close behind. Nor was Horton free from trouble, for several stops were necessary to rectify an incessant splutter after Eyston had retired, and with an hour to go, Horton lay third. Half an hour later, however, he led—and kept that proud position until the end.

At 12 o'clock—an hour after the start, Horton's Midget led at 98.04 m.p.h.; at 12.30 p.m. Eyston led with 101.23 m.p.h., against Horton's 100.51 m.p.h. At 1 o'clock the order was unchanged. Horton led again at half-past one, but Eyston regained the lead at 102.16 m.p.h. during the next half hour, which he held until he retired on his 128th lap.

Horton also had trouble at this time, and the lead passed to Brian Lewis's Talbot, which it held until half-past four. At this point Horton opened right up and brought himself from third place to first—and so he finished.

"J. Philip" and Cyril Paul in the 1,100 c.c. Riley came into the picture in fourth place at 2.30 p.m., were third at 3.30 p.m., second at 4 o'clock and second at the end.

Fortune did not altogether favour

VICTORY IN THE "500"

Wins After a Wonderful Race at 96.29 m.p.h. — m.p.h.—Talbot Third. Light Cars Make the Pace

the star drivers. Sir Malcolm Campbell and Chris. Staniland, driving a 1,100 c.c. Riley, were third for an hour, fourth for the next hour and fifth at the finish. C. R. Whitcroft (Riley), who won the T.T., retired after 64 laps. Earl Howe (2.3-litre Bugatti) retired with a burst tank, and the Continental driver, Count Stanislas Czaykowski (2-litre Bugatti)—who started favourite—after a show of magnificent driving retired with a broken con. rod. Now to the story of the race.

* * *

CLOUDED skies, a cool wind and a dry track—ideal motor racing weather. Brooklands on Saturday last presented an unusual air. The Paddock and the club buildings were deserted. The stream of arriving cars flowed across the track and debouched into the Public Enclosure. At the 500 Miles Race all paths lead to the Fork.

Here the scene was different. The usually deserted grandstand on the restaurant roof seemed to groan with its load of people. Cars were parked five and six deep alongside the track, and were drawn up, rank upon rank, over the whole area near the Fork. From the footbridge to the Press-box alongside the concrete stretched a line of bustling pits, and the crowd which pressed to the wire netting to catch a glimpse of the mysteries which were going on within that forbidden area was like an Oxford Street pavement at midday.

Bookies shouted, programmes fluttered, gay laughter mingled with the excited chatter. Friends on the stand called to friends down below. Friends down below waved to friends in the pits. Friends in the pits shouted to friends on the track. . . .

Out on the concrete stood 13 tiny cars—the first group, due off at 11 o'clock. The crackle of the engines was almost lost in the general hubbub. G. E. T. Eyston sat almost lost from view in the beautiful, green streamlined "Magic Midget," disc-wheeled at the rear. R. T. Horton sat impassive in the strange, vicious-looking Midget, with its razor-like Jensen body. There, too, the neat little single-seater Austins, the only side-valve cars in the class.

Wee-ee-ee-ee . . . four electric horns blared, "Ebby" dropped his flag and off went the unblown cars in a welter of sound and a cloud of smoke, bunching, stringing out and bunching again as they roared up the hill towards the steep tilt of the Members' Banking. The race was on.

During that first half-hour, before the 750 c.c. supercharged cars had started, Norman Black's M.G. Midget led, at 80.65 m.p.h., followed by G. W. J. H. Wright, in a similar car, at 80.59 m.p.h. Half an hour later the blower cars showed their superiority, and Horton swept into the lead at 98.04 m.p.h.—41 secs. up on his handicap. Next came D. G. Evans (M.G. Midget, S.), at 96.61 m.p.h.

J. G. C. Low and S. W. B. Hailwood settled down to one of the most amazing ding-dong battles that has ever been seen at Brooklands. At 11.30 a.m. they were third and fourth, and throughout the day, except for brief periods, the two cars ran within a length of each other. For hour after hour all afternoon Low hummed past the pits with Hailwood's front wheels level with his rear ones, and so they went on until just before the finish.



Anxious moments: R. T. Horton calls in with the streamlined single-seater M.G. to change plugs and cure a worrying misfire.



They're off! An impressive view of the start of the 1,100 c.c. unsupercharged class in a welter of smoke and sound.

THE "500" RACE (Contd.)

As they came rocking and swaying across the Fork after the first round. Horton led, followed by J. D. Barnes (Austin), Evans (Midget), L. P. Driscoll (Austin), Duller (Austin), Eyston ("Magic Midget"), E. R. Hall (M.G.) and D. N. Letts (M.G.).

The Austins ran particularly nicely, smooth and silent, and very steady on the track. George Duller, by the way, was making his return to racing, and Dr. Benjafield, famous as a Bentley driver, was also trying his hand in an Austin.

Soon it became apparent that the "Magic Midget" and Horton's car had the legs of everything else, and, close together, they began to fight out a duel which ended only when a piston failed in Eyston's car and he gave up after 128 laps!

The "1,100s" Start.

At 11.45 a.m. the unblown "eleven-hundreds" joined battle—the eight Rileys of Staniland, Whitcroft, "J. Philip," Ashby, Cuthbert, Dixon, Boote and Dobbs. As they swept proudly past on their second lap the order was Staniland, Whitcroft, "Philip," Dixon, Ashby and Cuthbert.

At 11.57 a.m. the next group started—Dixon Geertz (Salmson, S.), A. H. L. Eccles's Maserati, Widengren's Amilcar (driven by W. E. Humphreys), McClure's 1½-litre Riley and G. F. A. Manby-Colegrave's T.T. Aston-Martin. The Salmson—a Grand Sports model which ran gallantly for 106 laps—led the pack away, and as they accelerated past the pits the order was the Amilcar, the Riley, the Maserati and, rather slow, the Aston-Martin.

Already the pits were being patronized. Forty-four minutes after the start Hall's Midget came in boiling hard, and with rapid fingers the driver grabbed tin shears and cut away the cowl in front of the radiator—one minute lost. A minute later Dobbs brought his Riley in to change plugs—and lost four minutes.

While the next group was being marshalled on the line—the blue-clad Continental driver, Count Stanislas Czaykowski (2-litre Bugatti) and the four Talbots—R. S. Outlaw was making



The second men home—(in the car) Cyril Paul (Riley) with "J. Philip," who averaged just under 100 m.p.h. between them for the entire 500 miles.

frantic efforts to get the four-cylinder Maserati going. Late for the start of his class, the driver worked hard at his pit. Then Hall was in again, and passed another two minutes cutting still more cowling away.

At 12.30 p.m. Earl Howe's 2.3-litre Bugatti shrieked aloud, spun its rear wheels and wailed away, taking up a position astride the black dotted line high on the banking, where clung also the blue streak of Czaykowski's car. At 12.33 p.m. the majestic 8-litre Bentley rumbled off in pursuit—the giants were chasing the pigmies.

By now the line of pits was a scene of that ordered confusion which a long-distance race alone can produce. Car after car was coming in with varying troubles. Already the hammering of sustained high speed on the bumpy track was taking toll, and the majority of the pit stops were a result of the cruel vibration, the tearing jolts and crashes as the wheels left the ground at speed over the bumps and crevices.

Freddie Dixon, after displaying plenty of speed, came in to examine his shock absorbers. The long tail of his car was hitting the axle on the bumps. Rapidly Dixon took off the tail and put in a few more laps with a suddenly abbreviated motorcar. Half an hour later the car began to bounce impossibly, and Dixon withdrew. The shock-absorber brackets had broken clean away.

The fuel-pressure pump of the eight-cylinder Maserati worked loose, the Aston-Martin had lubrication trouble, Hailwood had a run of carburetter bother with his Midget, and the indefatigable Hall cut still *more* cowling from the Midget, and his pit staff became anxious for fear he should start on other and more vital parts of the car! At 12.40 p.m. the Aston-Martin gave up—the sump had cracked.

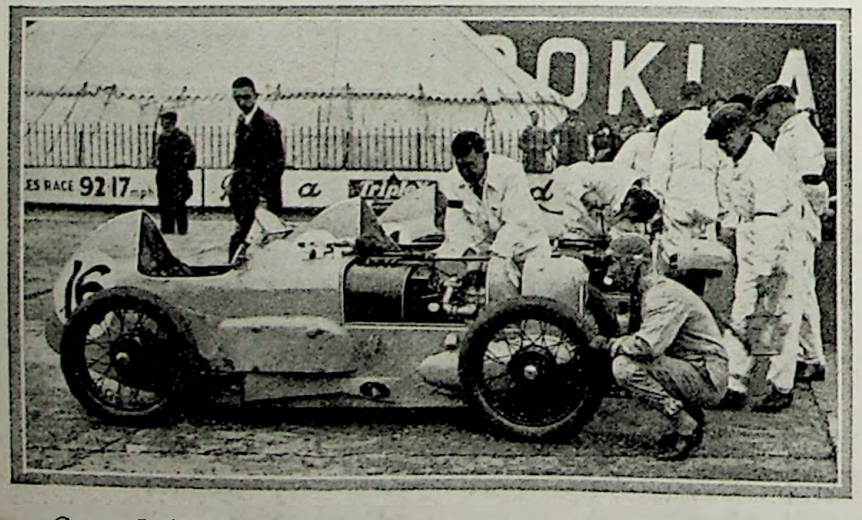
Eyston Leads.

At 1 o'clock Eyston and Horton still fought it out at over 100 m.p.h.—and this with 750 c.c. machines! Eyston led, 6 mins. 38 secs. ahead of his handicap, at 102.9 m.p.h.; Horton had 5 mins. 49 secs. in hand, at 101.96 m.p.h., and was only 49 secs. behind Eyston. How steadily the "Magic Midget" held the track! Eyston seemed to be having a more comfortable ride than anyone else in the race.

For the next hour the fury of the race continued unabated. Jack Dunfee thundered round high on the banking in the huge Bentley, lapping at something under 130 m.p.h. Czaykowski's wonderfully steady Bugatti was averaging 120 m.p.h., and Earl Howe, bouncing high in his seat as the car bucked and jumped, was holding a lap speed of 126 m.p.h. The 1½-litre Riley was a shade slower than Horton's Midget.

The Amilcar, which had seemed a trifle light in front and wavered over the Fork bumps, went out with a burnt clutch. Brian Lewis broke a front hub and changed the wheel in 2 mins.

At 1.26 p.m. Eyston came in, refuelled, clapped in a set of new plugs and



George Duller, returning to the track after his long absence, making a last-minute examination of his single-seater Austin. The other cars of the Austin team are seen alongside.



The chequered flag is waved . . . the race is over the line at more than 100 m.p.h. to win is C. Staniland, who was co-driver with

handed over to Denly; time for stop, approximately 1 min.!—that's pit work.

At half-past one the meteoric Czaykowski imitated the simile and disappeared in a blaze of glory and a trail of fire—a con. rod had broken. Two minutes later a Talbot ran a big-end. Five minutes afterwards another Talbot rejoined the race with a broken chassis and a rear tank all tied together.

Followed a thrill. Norman Black's Midget shot out from behind the Members' Hill and was then observed solemnly to spin round and round, starting its gyrations half-way up the banking and ending up at last on the inside edge.

"Odd," thought Black, and continued to his pit. Black changed a wheel and buzzed off into the race again.

By this time pit stops were becoming far too numerous to mention. Plugs, carburetters, refuelling, changing drivers, ignition, plugs, carburetters, refuelling . . . cars were pulling in and away like a big garage at theatre time.

Ashby had very poor luck. From the start his flat-iron Riley—which is very reminiscent of the Thomas-Special (one of the non-starters, by the way)—had been going wonderfully, its exhaust hard and metallic with its suggestion of power; but towards half-past one something began to happen in the engine and Ashby began a series of pit stops to discover the trouble, until he abandoned hope on his 62nd lap.

Two o'clock—and the positions unchanged. Eyston and Horton led; Cyril Paul's Riley was going wonderfully, its average so far 102.27 m.p.h. and he was some 7 mins. behind the leader—a strong position. At this hour also the Bentley put in its one and only appearance "in the picture"—4th at a mere 120.16 m.p.h.!

The next hour saw the leaders shift right round, and victory disappeared from Eyston's grasp. Horton had visions of an equally dismal sort—a persistent splutter began to make itself apparent and just after 2 p.m. he made his first pit stop to change plugs.

Whitcroft's Riley was doing its best on three cylinders; Cobb took over the single-seater Talbot from Lewis; Ashby officially threw his hand in; Denis Evans's Midget blew a piston to pieces, and a board meeting was held on Derrington's Austin to inquire why it wouldn't go. The verdict finally was "lack of oil pressure." Next Earl Howe burst his petrol tank.

At 2.30 p.m. the order was Eyston, Horton, Staniland (in Campbell's Riley) and Paul (Riley). At 3 o'clock it was all different. Cobb led in the Talbot at 113.06 m.p.h., Horton came next at 95.41 m.p.h., then Paul's Riley (100.11 m.p.h.) and Staniland (99.41 m.p.h.), and *all the cars were running behind their handicap time!*

Poor Eyston's run was over. At 3 o'clock he led by 2½ mins. despite a stop to discover an intermittent misfire. At 3.4 p.m. he made another stop and again changed the plugs. At 3.10 p.m. he was out, a piston had broken. A heart-breaking end to a wonderful run.

Then disaster swept down on the track and overshadowed the rest of the race. Clive Dunfee had taken over from his brother Jack and was roaring round high on the banking, pushing the giant car to an average lap speed of about 130 m.p.h. He swung on to the Members' Banking, rapidly overhauling Cobb in the Talbot and it appears drew out to pass. Thereafter what happened must be conjecture.

Whatever the cause, the tail of the great car swung.

Clive straightened, the off-side front wheel went over the edge, and then the packed thousands on the Members' Hill saw the terrific spectacle of the Bentley roaring along astride the lip of the track, ploughing through the trees and during those frightful split seconds Dunfee strove for his life. The

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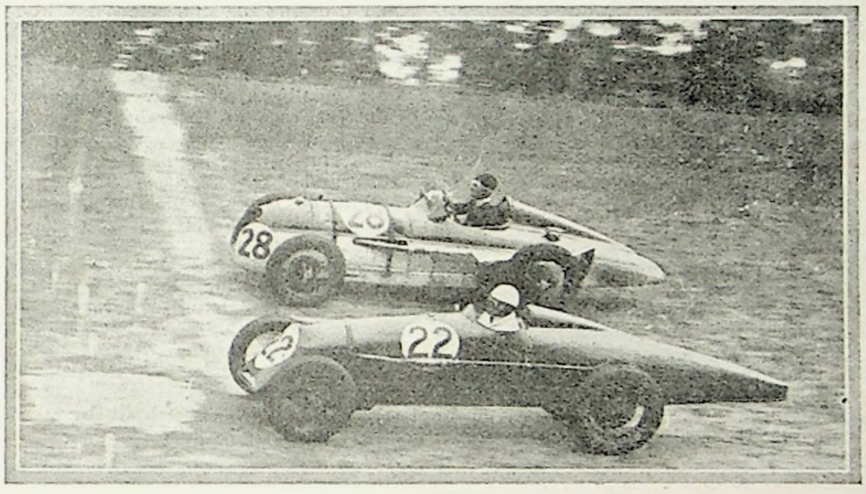


W. Humphreys, in Widengren's streamlined Amilcar (28), passes Dixon's Riley at over 110 m.p.h. Dixon, later, broke his rear shock absorber mounting and the Amilcar burnt its clutch.



...over... R. T. Horton (M.G. Midget) flashes h... fourth "500" Miles Race. Just behind Sir Malcolm Campbell, and finished fifth.

THE RACE AT A GLANCE.

POSITIONS AT 12 NOON.

1. Eyston (M.G. Midget), 98.06 m.p.h., + 43 s.
2. Horton (M.G. Midget), 98.04 m.p.h., + 41 s.
3. Evans (M.G. Midget), 96.61 m.p.h., + 17 s.
4. Whitcroft (Riley), 99.21 m.p.h. – 12 s.

POSITIONS AT 12.30 P.M.

1. Eyston (M.G. Midget), 101.23 m.p.h., + 3 m. 41 s.
2. Horton (M.G. Midget), 100.51 m.p.h., + 3 m. 13 s.
3. Evans (M.G. Midget), 98.14 m.p.h., + 1 m. 35 s.
4. Whitcroft (Riley), 103.65 m.p.h., + 1 m. 22 s.

POSITIONS AT 1 P.M.

1. Eyston (M.G. Midget), 102.90 m.p.h., + 6 m. 38 s.
2. Horton (M.G. Midget), 101.96 m.p.h. + 5 m. 49 s.
3. Newsome (Riley), 110.06 m.p.h. + 3 m. 5 s.
4. Evans (M.G. Midget), 98.62 m.p.h., + 2 m. 38 s.

POSITIONS AT 1.30 P.M.

1. Horton (M.G. Midget), 102.06 m.p.h., + 7 m. 58 s.
2. Eyston (M.G. Midget), 101.33 m.p.h., + 7 m. 5 s.
3. Czaykowski (Bugatti), 117.04 m.p.h., + 2 m. 21 s.
4. J. Dunfee (Bentley), 124.35 m.p.h., + 2 m. 4 s.

POSITIONS AT 2 P.M.

1. Eyston (M.G. Midget), 102.16 m.p.h., + 9 m. 56 s.
2. Horton (M.G. Midget), 98.52 m.p.h., + 4 m. 14 s.
3. Paul (Riley), 102.27 m.p.h., + 2 m. 10 s.
4. C. Dunfee (Bentley), 120.16 m.p.h., + 5 s.

POSITIONS AT 2.30 P.M.

1. Eyston (M.G. Midget), 100.51 m.p.h., + 8 m. 48 s.
2. Horton (M.G. Midget), 97.46 m.p.h., + 3 m. 5 s.
3. Campbell (Riley), 100.01 m.p.h., – 15 s.
4. Paul (Riley), 100.00 m.p.h., – 16 secs.

POSITIONS AT 3 P.M.

1. Eyston (M.G. Midget), 100.01 m.p.h., + 8 m. 17s.
2. Horton (M.G. Midget), 98.43 m.p.h., + 5 m. 45 s.
3. Campbell (Riley), 101.02 m.p.h., + 39 s.
4. Lewis (Talbot), 109 m.p.h., – 1 m. 6 s.

POSITIONS AT 3.30 P.M.

1. Lewis (Talbot), 113.06 m.p.h., – 13 s.
2. Horton (M.G. Midget), 95.41 m.p.h., – 51 s.
3. Paul (Riley), 100.11 m.p.h., – 3 m. 39 s.
4. Campbell (Riley), 99.41 m.p.h., – 5 m. 18 s.

POSITIONS AT 4 P.M.

1. Lewis (Talbot), 113.45 m.p.h., + 22 s.
2. Paul (Riley), 99.41 m.p.h., – 3 m. 6 s.
3. Horton (M.G. Midget), 94.50 m.p.h., – 3 m. 33 s.
4. Campbell (Riley), 96.61 m.p.h., – 10 m. 17 s.

POSITIONS AT 4.30 P.M.

1. Horton (M.G. Midget), 95.96 m.p.h., + 13 s.
2. Paul (Riley), 99.21 m.p.h., – 4 m. 1 s.
3. Lewis (Talbot), 111.42 m.p.h., – 4 m. 4 s.
4. Cuthbert (Riley), 96.90 m.p.h., – 10 m. 32 s

THE "500" RACE (Contd.).



The end of all hope. After frantic pitwork, G. F. A. Manby-Colegrave finds his Aston-Martin has a cracked sump. Just one of the many pit scenes during the gruelling race.

next instant the car went over. With a shattering roar it disappeared in a cloud of smoke, bits flew into the air, a wheel shot off, and as the monster tore its way through the trees and plunged into the paddock road beyond, poor Dunfee was flung out on to the track, to roll and lie motionless on the inner edge, still covered in foliage. He was killed almost instantly.

When the horrified spectators recovered their breath, it was as if a gloom lay on each man's mind. Hundreds of cars left the grounds. No one seemed interested in the race. Never before has a fatal smash at Brooklands made such a profound impression.

The Unwritten Law.

But still—according to tradition—the race went on, and now the Talbot led. Horton's car, driven by Bartlett, made a rapid stop to fill up and secure a waggling exhaust pipe, and Horton took over. A few laps later he came in again—that splutter had come back. Imagine the man's state of mind. With the race within his grasp, this elusive trouble seemed about to snatch the prize from him. No wonder it cost three precious minutes to change the plugs.

At four o'clock he was third—still in the picture; but the end was dangerously near now. No longer time to nurse the car, those extra revs, must be produced. . . . all out or burst. . . .

At 4.30 p.m. Horton was back in the lead, 13 secs. better than his handicap, and over 4 mins. ahead of the next man!

Paul's Riley lay second at 99.21 m.p.h., and the Talbot had fallen back to third place at 111.42 m.p.h.

At this period, after hours of hard driving, W. A. Cuthbert's Riley came into fourth position at 96.90 m.p.h. Paul held his place by 3 secs. from Cobb in the Talbot!

The last half hour was fraught with anxiety. Would Horton keep going at this amazing gait? One more stop would rob him of his place on the very brink of victory. Tensely his pit staff watched their stop-watches and listened for the familiar whine. And lap after lap S. W. B. Hailwood and J. G. C. Low hummed by, their Midgets seemingly glued together.

Then came the end—quiet, undemonstrative as the finish of a Brooklands classic always is. The chequered flag waved, and Horton slid smiling to a standstill just past Chronograph Villa. Officials ran towards him, and in neutral they trundled the odd-looking little car round into the Finishing Straight, there to face a battery of cameras, three film outfits and a crowd of handshaking enthusiasts. Once again a 750 c.c. car had won the biggest Brooklands race of the season.

Hardly had the cameras clicked than C. Paul finished in the Riley, and then nearly five minutes later John Cobb brought the Talbot to a standstill. From then on it was just a question of seeing how many could finish within schedule time. Cuthbert's Riley finished fourth, Staniland's Riley fifth. Having taken over from Staniland after that driver had placed the car in a good position, Sir Malcolm Campbell—sportsman always—left Staniland to bring the car home.

After him the order was Norman Black (Midget), G. W. J. H. Wright (Midget), the last remaining Talbot, Low's Midget (completing Horton's team) and the two remaining Austins—Driscoll's car delighting the crowd by just crossing the line before the yellow flag was waved. Hailwood's Midget had covered 175 laps when they closed the course, and Boote's Riley 114. So, once again, a 750 c.c. car won the "fastest race in the world."

It is a significant fact that the two little side-valve Austins which finished 10th and 11th averaged 88.78 m.p.h. and 86.73 m.p.h. respectively, whereas Austins won the race in 1930 at 83.42 m.p.h.!

Horton's winning M.G. Midget used the following accessories and equipment: Powerplus supercharger, Delco-Remy ignition, K.L.G. plugs, Solex carburetter, Dunlop tyres, Rudge-Whitworth wheels, B.P. fuel, and Pratts racing oil. The specially streamlined body was built by Jensen Bros., of Birmingham.

THE RESULTS IN DETAIL.

	Driver and Car.	Time. h. m. s.	M.P.H.
1.	R. T. Horton and J. H. Bartlett, 746 c.c. M. G. Midget (S.) ...	5 42 13	96.29
2.	C. Paul and "J. Phillip," 1,087 c.c. Riley	5 42 56	99.61
3.	Hon. B. E. Lewis and J. R. Cobb, 2,969 c.c. Talbot	5 47 43	111.60
4.	W. A. Cuthbert and C. W. Fiennes, 1,087 c.c. Riley	5 53 43	97.41
5.	Sir M. Campbell and C. S. Staniland, 1,087 c.c. Riley	5 54 35	97.14
6.	Norman Black and R. Gibson 746 c.c. M.G. Midget	6 0 32	83.35
7.	G. W. J. H. Wright and W. M. Couper, 746 c.c. M.G. Midget ...	6 1 22	83.15
8.	J. S. Hindmarsh, 2,969 c.c. Talbot	6 8 04	103.76
9.	J. G. C. Low and G. H. S. Balmain, 746 c.c. M.G. Midget ...	6 8 11	81.61
10.	G. Duller and C. Goodacre, 747 c.c. Austin (S.)	6 8 39	88.78
11.	L. P. Driscoll, 747 c.c. Austin (S.)	6 16 38	86.73

Still running at the finish:—S. W. B. Hailwood (746 c.c. M.G. Midget), 175 laps; C. G. M. Boote (1,087 c.c. Riley), 114 laps.

Retirements and number of laps covered:—V. W. Derrington (747 c.c. Austin), 79; E. R. Hall (746 c.c. M.G. Midget, S.), 130; G. E. T. Eyston (746 c.c. M.G. Midget, S.), 128; D. N. Letts (746 c.c. M.G. Midget, S.), 89; D. G. Evans (746 c.c. M.G. Midget), 55; J. D. Benjafield (747 c.c. Austin, S.), 54; C. R. Whitcroft (1,087 c.c. Riley), 64; A. F. Ashby (1,087 c.c. Riley), 62; F. W. Dixon (1,087 c.c. Riley), 19; H. G. Dobbs (1,087 c.c. Riley), 61; O. S. Dickson-Geertz (1,087 c.c. Salmson, S.), 106; R. S. Outlaw (1,096 c.c. Maserati, S.), 2; A. H. L. Eccles (1,096 c.c. Maserati, S.), 43; H. Widengren (1,098 c.c. Amilcar), 36; S. H. Newsome (1,486 c.c. Riley), 65; G. F. A. Manby-Colegrave (1,493 c.c. Aston-Martin), 11; Count S. Czaykowski (1,990 c.c. Bugatti, S.), 49; T. E. Rose-Richards (2,969 c.c. Talbot), 93; A. O. Saunders-Davies (2,969 c.c. Talbot), 122; Earl Howe (2,300 c.c. Bugatti, S.), 86; J. Dunfee (7,963 c.c. Bentley), 98.

CLASS H.
(Not exceeding 750 c.c.)

	Driver and Car.	M.P.H.
1.	R. T. Horton and J. H. Bartlett, 746 c.c. M.G. Midget (S.)	96.29
2.	N. Black and R. Gibson, 746 c.c. M.G. Midget	83.35
3.	G. W. J. H. Wright and W. M. Couper, 746 c.c. M.G. Midget	83.15
4.	J. G. C. Low and G. H. S. Balmain, 746 c.c. M.G. Midget	81.61
5.	G. Duller and C. Goodacre, 747 c.c. Austin (S.)	88.78
6.	L. P. Driscoll, 747 c.c. Austin (S.)	86.73

Six finishers.

CLASS G.
(Over 750 c.c. and under 1,100 c.c.)

	Driver and Car.	M.P.H.
1.	C. Paul and "J. Philip," 1,087 c.c. Riley	99.61
2.	W. A. Cuthbert and C. W. Fiennes, 1,087 c.c. Riley	97.41
3.	Sir Malcolm Campbell and C. S. Staniland, 1,087 c.c. Riley	97.14

Three finishers.

CLASSES F and E.
(Over 1,100 c.c. and under 1,500 c.c. and over 1,500 c.c. and under 2,000 c.c.)

No finishers.

CLASS D.
(Over 2,000 c.c. and under 3,000 c.c.)

1	Hon. B. E. Lewis and J. R. Cobb, 2,969 c.c. Talbot	111.60
2.	J. S. Hindmarsh, 2,969 c.c. Talbot	103.76

CLASS B.
(Over 5,000 c.c. under 8,000 c.c.)

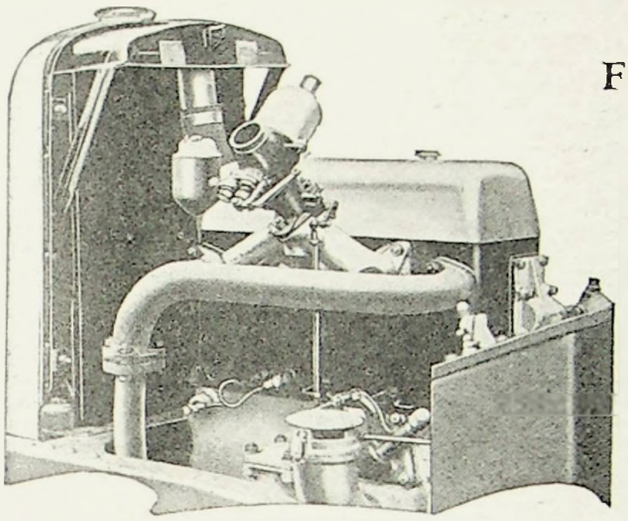
No finishers.

TEAM PRIZE.

R. T. Horton's team of M.G. Midgets (R. T. Horton and J. H. Bartlett, G. W. J. H. Wright and W. M. Couper, and J. G. C. Low and G. H. S. Balmain).

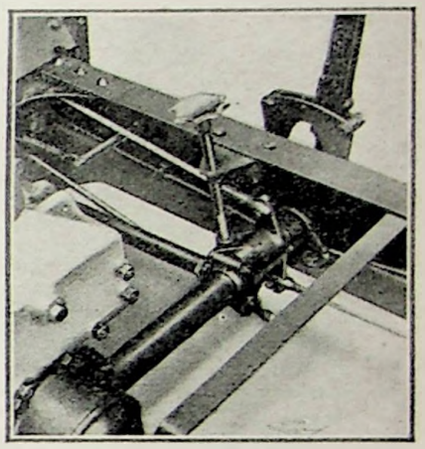
Close-ups of The New 1,500 c.c.

ALVIS "FIREFLY"



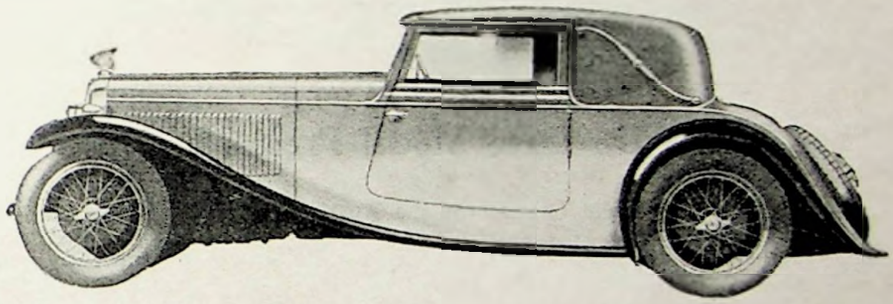
Further Views of Interesting Light Car in Luxury Class

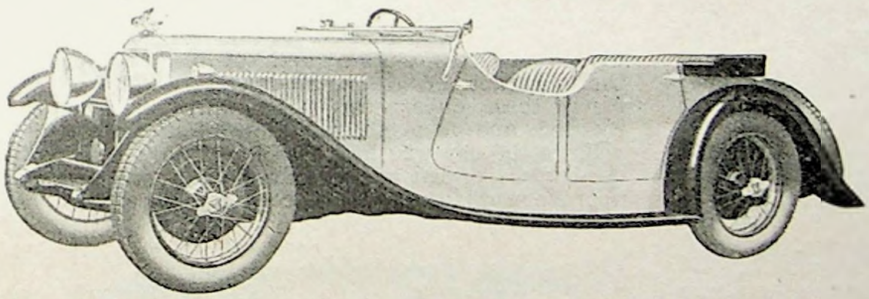
(Fully described in our issue dated September 2).



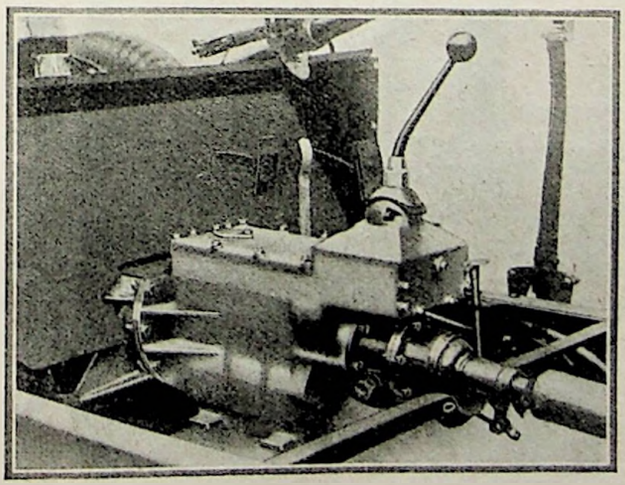
(Right) The master brake adjuster, which can be used whilst the car is in motion.

(Above) The near side of the engine, showing the unusual arrangement of the S.U. down-draught carburetter and the accessible oil filter and filler. (Right) The close-coupled four-seater drop-head coupe, price £475

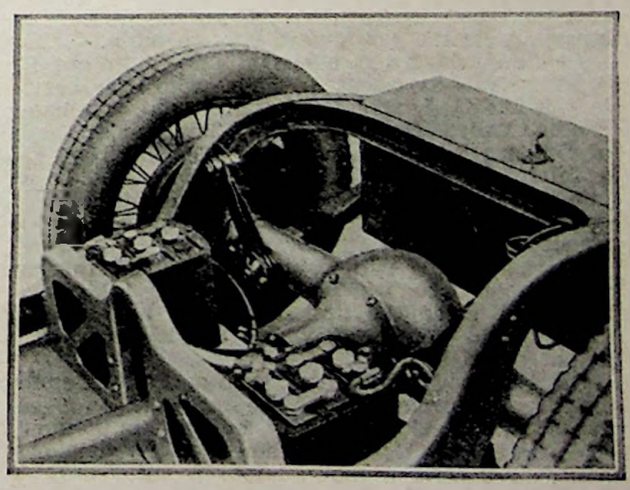




(Left) A model which will make a strong appeal to the enthusiast—the sports four-seater, which sells for £475. A happy combination of clean and business-like but graceful lines has been achieved.



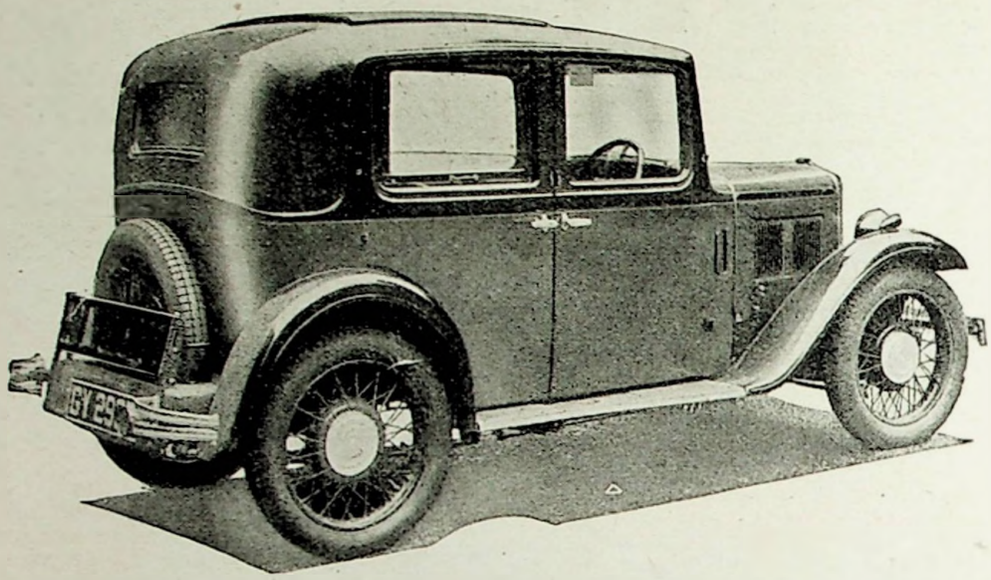
The four-speed, silent-third gearbox, showing the extension carrying the short gear lever—a form of remote control. This view also shows the metal universal joint and large-diameter cardan shaft.



How the two batteries of the 12-volt system are slung one on each side of the propeller shaft. Note the deeply dropped frame braced by an unusually stiff cross member through which the propeller shaft passes.

Get to Know

The Austin "Ten-Four" Saloon



The lines of the Austin "Ten Four" have been greatly improved for 1933, the back panels being nicely rounded. Incidentally the window area is large and enables all the occupants of the car to obtain an unrestricted view.

The Latest De Luxe Model Proves to Have an Excellent Performance

ONE of the greatest charms of the Austin Ten-Four saloon is its very good performance on the road—more especially when type and price are taken into consideration. The undoubted liveliness which the car possesses can be attributed to the favourable power-weight ratio and to the fact that it is not over-bodied. In saloon form the unladen weight is just over 15 cwt., and as the engine develops something over 21 b.h.p. the hill-climbing and acceleration are really of a high order.

The car under review was put through a 450-mile run in a day and a half, and during this period showed itself capable of maintaining good average speeds, even under unfavourable conditions. For instance, on the run back from Bridgwater to London in torrential rain the speed was checked against a watch, and it was found that the mileage put into three successive hours was 40, 38 and 38 respectively.

It must be admitted that the figures are very good, especially as the car always ran smoothly.

In hill-climbing, too, a performance quite out of the ordinary was experienced. Those who have competed in the M.C.C. London-Land's End trial will know of a climb called Grabhurst, which lies just at the back of Dunster in North Somerset. The hill begins with a fairly acute right-hand bend on a gradient of 1 in 5, and then continues for half a mile with an average gradient of 1 in 10, before terminating in a couple of steeper hairpins.

It was pouring with rain when we took the Austin up, but, even so, we found it possible to change up to second after the first bend and hold this gear right to the top bend, where the lowest ratio was again required.

On well-known favourites, such as Porlock and Lynton, the Austin played with the gradient. As a special test it was held practically flat out in bottom the whole way up Porlock, but there were no signs of pre-ignition or overheating.

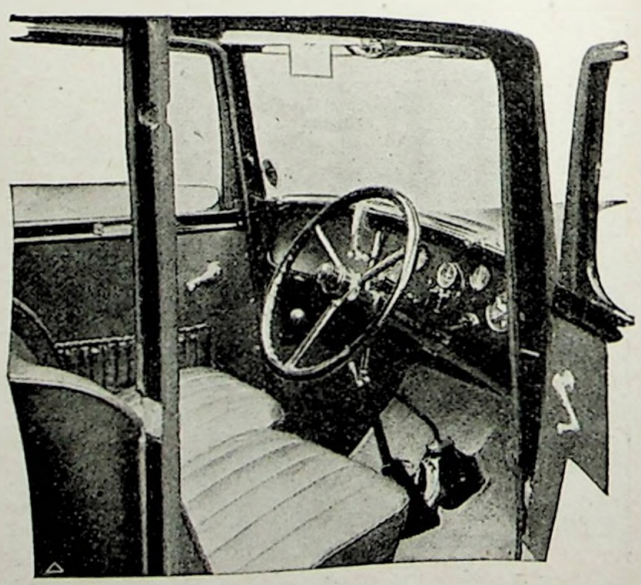
This very healthy member of the Austin family, then, makes a direct appeal to the man who, although desiring a saloon, does not wish to sacrifice performance.

B12

Across Salisbury Plain the speedometer could be kept at a steady 54-56 m.p.h. with the engine turning over sweetly and showing no signs of tiring. On three occasions, on favourable stretches of road, 58 m.p.h. was obtained, and once 59.

These speeds, with two up and luggage, it will be agreed are very satisfactory. A pleasing point was the accuracy of the speedometer—something of a rarity these days. On "third" 44 m.p.h. could be reached, and 40 m.p.h. was quite effortless.

Since the car was first introduced in February last the chassis design has remained unaltered, and those improvements which have been made for 1933 concern the lighting equipment, body shape and wheels.



The facia board has all the instruments grouped on the right-hand side where they are convenient for the driver. On the left is a large cubby hole.

The stability of the car on the road may be attributed to the low-built chassis, with its double-dropped frame and careful distribution of weight. The rear springs are underslung and very long. They give a pleasant, floating suspension which can be amply checked by the Hartford friction-type shock absorbers.

Passengers commented favourably upon the riding comfort, and there would seem to be a great deal of truth in the Austin Company's claim that the rear occupants have a much more comfortable ride when sitting within the wheelbase. Our rear passengers stated that pitching and bouncing were reduced to a minimum.

Owing to appalling weather conditions it was not thought advisable to attempt excessive braking to obtain favourable figures. Suffice it to say that the brakes on the Ten-Four are equal to any emergency and retard the car effectively with no tendency to grab or affect the steering.

An Easy Gear Change.

Only a few weeks ago a full description was published in *The Light Car and Cyclecar* of the latest Austin four-speed silent-third gearbox. In practice this box is delightful. It is almost impossible to fumble a change; the third ratio, although not being absolutely silent, emits only a pleasant hum.

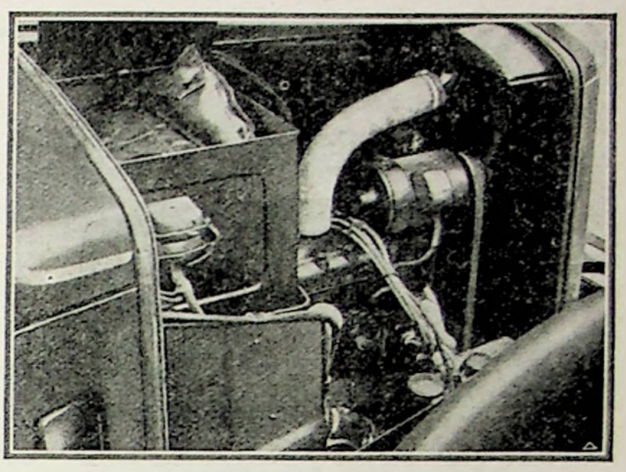
The change from top to third and vice versa can be made very quickly, a point which helps materially in maintaining good main-road speeds. From first to second the pause is longer, although for all ordinary work the bottom ratio need not be used.

Although the change is of the ball-type it is impossible accidentally to engage reverse. Before selecting this gear it is first necessary to lift the lever against the action of a spring.

The clutch is of the single-plate type; it takes up the load smoothly and without judder. The pressure required is light, and the pedal has a long throw.

Following present-day practice, the six-gallon fuel tank is slung between the chassis members at the rear and feeds the Zenith carburetter by means of an engine-driven fuel pump. On the facia board there is a Hobson Telegauge which gives an accurate reading of the tank contents.

In many ways the body of the Austin is unique. For example, when manufacturers are favouring six-light bodies the Austin has only four—and yet the view obtained by all passengers is very good indeed. The doors are wide and the hinging lines of the rear ones are carried far back over the wheel-arches, which



The tools are stored in leather bags in a large locker just ahead of the dashboard. A similar compartment on the near side holds the battery.

makes it an easy matter for the passengers to get in or out.

The interior of the body is very airy, and there is no sense of cramping. Owing to the low build of the chassis frame deep foot-wells are not needed in the rear compartment, and there is ample room for the passengers' feet. The separate bucket front seats are adjustable on runners, and there is a space underneath them for small odds and ends.

The floor spaces and the propeller shaft tunnel are covered with pile carpets, and the pedal slots have draught excluders—a refinement which is typical of the care which has been expended in the design of the whole car. Each door has a large pleated pocket, and on the De Luxe model there is a sunshine roof.

The single-panel windscreen opens from the bottom, and further cooling on a hot day can be obtained through ventilators in the scuttle sides. The upholstery is in real leather, and all the interior fittings are of a high quality and have an air of refinement about them.

Driving in the Austin Ten-Four saloon gives one the impression of motoring in a far more expensive vehicle than is actually the case. It is a thoroughly pleasant little car which is remarkably simple to drive, and can definitely be classed as a go-anywhere vehicle.

AT A GLANCE

ENGINE: Austin four-cylinder, 63.5 mm. × 89 mm. = 1,125 c.c. (tax £10). Side-valve, three-bearing crankshaft. Aluminium alloy pistons; induction hot spot; coil ignition; type UH Zenith carburetter.

GEARBOX AND TRANSMISSION: Four-speed gearbox, ratios: 5.25, 8, 12.8 and 20.7 to 1. Open propeller shaft with mechanical joints. Three-quarter floating rear axle. Single-plate clutch.

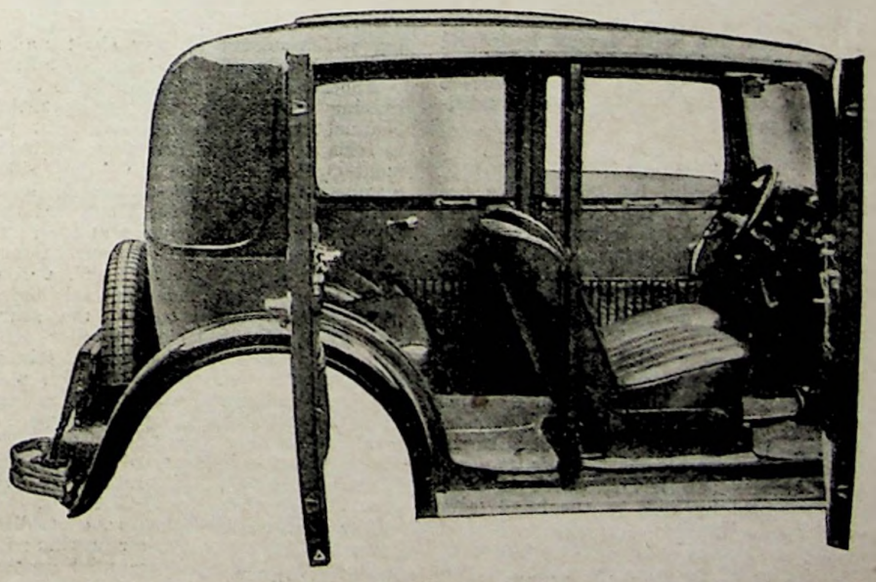
DIMENSIONS: Wheelbase, 7 ft. 9 ins.; track, 3 ft. 9 ins.; ground clearance, 7½ ins.; turning circle, 37 ft.; weight of complete car, 15½ cwt.

WHEELS AND TYRES: Magna type wheels with 4.5 × 19-in. tyres.

GENERAL: Lucas six-volt lighting and starting set, full equipment, single-point adjustment for brakes.

PRICE: £168.

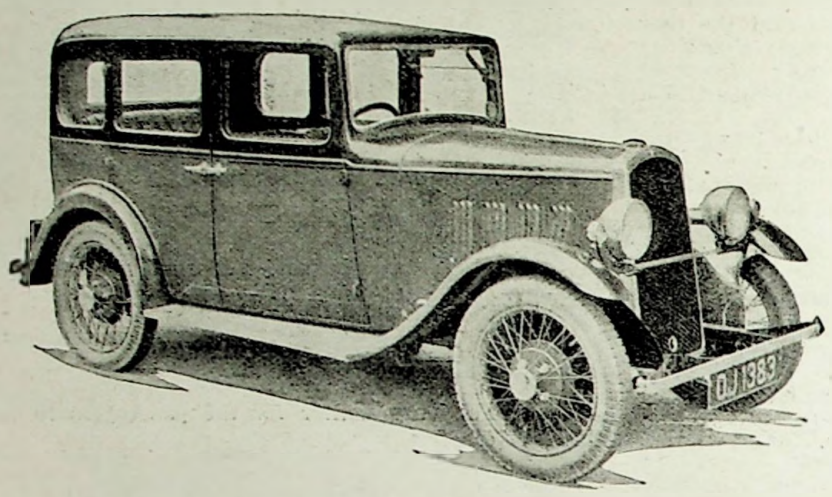
Makers: AUSTIN MOTOR CO., Longbridge, Birmingham.



This picture shows how wide the doors are on the Ten-Four. Both the front and rear occupants can get in and out of the car with the greatest of ease.

COMPLETE DETAILS *of the* NEW B.S.A.

A 10 h.p. Car with Many Interesting and Novel Features



The new B.S.A. car will be sold in two forms—an open four-seater and the metal-panelled saloon which is shown here.

IN last week's issue of *The Light Car and Cyclecar* there was a preliminary announcement of a new B.S.A., which has the Daimler fluid flywheel, self-changing gearbox and rear drive. We are now able to supplement that announcement with a detailed description of this interesting car.

Our recent road test of the Lanchester Ten aroused considerable interest amongst light-car owners by indicating many of the advantages possessed by this form of transmission, and the latest B.S.A. embodies all those advantages in a slightly smaller car at an appreciably lower price.

The 10 h.p. B.S.A. has track and wheelbase dimensions of 4 ft. and 8 ft. respectively. Overall, the saloon model is 5 ft. 4 ins. high, 4 ft. 9 ins. wide and 12 ft. 6 ins. long. It has half-elliptic springs, both front and rear, operating in conjunction with Luvax hydraulic shock absorbers. The spring eyes and shackles are carried on Silentbloc bushes, thus eliminating a dozen lubrication points.

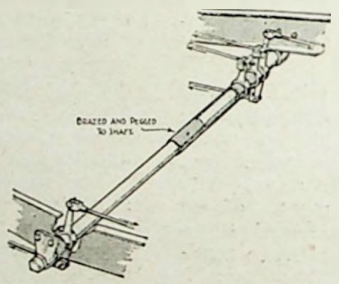
Brake Equipment.

Dunlop 4.50-in. by 18-in. tyres are fitted on B.S.A. four-stud detachable wire wheels. All four brakes are connected to a cross-shaft by rods, and the shaft is coupled to the pedal and to the hand lever which is of the "push-on" variety, and is located on the driver's right.

An interesting point is that the pedal and lever are not connected directly to the cross-shaft, but to a tube which surrounds the off-side half of it.

This tube is brazed and pegged to the middle of the cross-shaft, while its other end carries two levers, which in turn are coupled by rods to the hand lever and the pedal.

By delivering the driver's effort to the centre of the cross-shaft rather than at one end, the designer has eliminated a common source of unequal braking, because the lost motion due to the twisting which occurs in any shaft under load, is clearly equal at the two ends.



This sketch shows how, by means of a pegged and brazed sleeve, the driver's braking effort is delivered to the centre of the cross-shaft, thus ensuring equal brake application.

Another valuable feature is the cross bracing of the chassis. Substantial channel-section pressings are built up to form a very rigid cruciform arrangement which connects the two side-members at points approximately level with the flywheel at the front and the forward ends of the springs at the rear.

The back axle is of conventional type with a banjo casing, and, unlike previous B.S.A.s, has special bevel gears. It is connected to the gearbox by a Hardy Spicer tubular propeller shaft with metal universal joints.

Forming a unit with the engine and the Daimler fluid flywheel, the gearbox is of the self-changing epicyclic type, as used on Daimler and Lanchester cars. It provides four forward ratios, the figures being 5.25, 7.8, 11.6 and 19.5 to 1, with a reverse gear of 27.4 to 1.

The gearbox is, of course, controlled primarily by a short lever working in a simple quadrant and mounted, on the B.S.A., on the near side of the steering column, just below the wheel—a very handy position. The lever is used to select the gear required, but the actual engagement is effected simply by depressing and releasing a pedal which takes the place of, and is exactly like, the usual clutch pedal.

There is no clutch in the ordinary sense, its place being taken by the Daimler fluid flywheel, which has no control and is entirely automatic in action. This fact, together with the others stated, makes it virtually impossible to bungle a gear change. Moreover the drive is silent on *all* gears.

The engine itself is of straightforward design. It has four cylinders with a capacity of 1,185 c.c., and is subject to an annual tax of £10. The valves are arranged side by side, and the head is detachable, while the cylinders and crankcase are cast together.

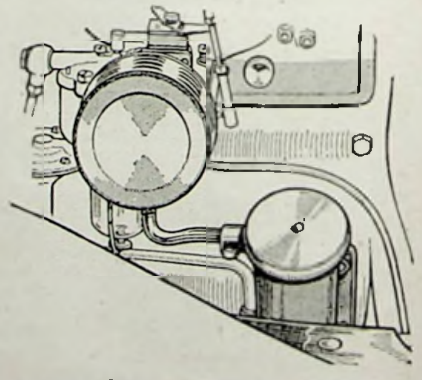
A very sturdy crankshaft is carried in two journals, one of which is a ball-bearing, while the other is of the roller type. The crankshaft is drilled and oil is forced through it to the plain big-end bearings.

Chain Driven Camshaft.

Driven from the front of the crankshaft by a duplex chain, the camshaft is also of large diameter, and the cams are wide. They and the tappets operate in a well which is kept full of oil from the main lubrication system. The pump is of the gear type, and is driven by skew gears from the camshaft. A gallon of oil is carried in the sump.

One feature of the front axle calls for mention. At each end it is upswept as usual. This part is enlarged and is pierced to carry a short shaft which is connected to the brake camshaft and is in line with the steering pivot. The arrangement is simple and should be thoroughly satisfactory.

Two types of body are standardized on this chassis. One is an open four-seater somewhat like the body of the 9 h.p. front-wheel drive B.S.A. The other is a four-seater saloon. This has six lights and four doors, each 25 ins. wide, and arranged to close on to the centre pillar. They extend right down to the running boards. The body shell itself is a special pressing made by the Pressed Steel Co., Ltd., of Cowley.

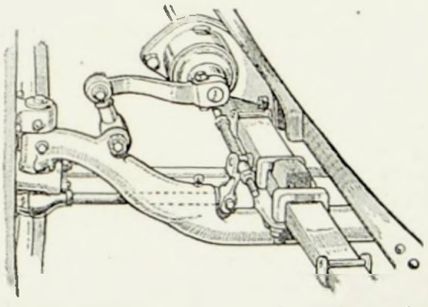


A pipe from the crankcase breather to the carburetter intake leads all fumes back into the engine.

Real hide upholstery and Triplex safety glass are used throughout, and all four door windows have winding handles. A twin-bladed Lucas electric windscreen wiper is fitted, and other items of the equipment are bumpers, front and rear, and a luggage grid.

The electrical equipment is of Lucas manufacture, and includes a five-lamp lighting set with dip and switch control for the headlamps; a horn with the button at the centre of the steering wheel; dynamo, starter and battery. The coil ignition has a distributor with automatic control of the timing, and is driven from a shaft between the timing gear and the dynamo.

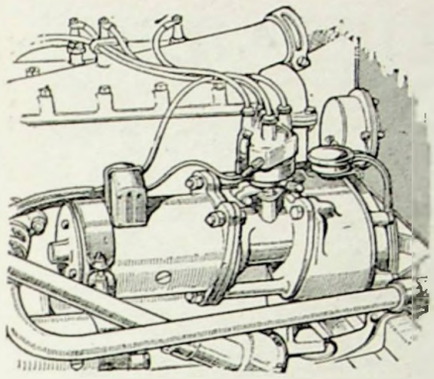
Consequently the latter unit can be removed without disturbing the ignition timing, and, if necessary, the car can be used without the dynamo. Furthermore the distributor head is very accessibly placed. Some indication of the size of the saloon body is given by the fact that the internal width is roughly 46 ins. The rear-wheel arches are shaped and padded to form comfortable armrests, the actual seat width between them being 39 ins., while the depth from front to rear is 18 ins.



The front axle is enlarged and pierced to carry a short shaft which operates the brake, and is immediately below the steering pivot. Note the transverse mounting of the Luvax shock absorber.

From the rear squab to the back of the front seats measures 32 ins., when the latter are in their mid position. They are adjustable through a range of about 6 ins. From the front-seat squab to the control pedals is about 36 ins. The spring steering wheel has a diameter of 17 ins.

A short run on the B.S.A. test track showed that the suspension is excellent. There is scarcely a trace of rolling on corners, and bad bumps are damped out very satisfactorily. The general control is very pleasing, and the B.S.A. Ten undoubtedly belongs to the class of car in which a strange driver feels immediately at home.



The coil ignition distributor is mounted separately from the dynamo so that the latter can be removed if necessary for cleaning or repairs without putting the car out of commission.

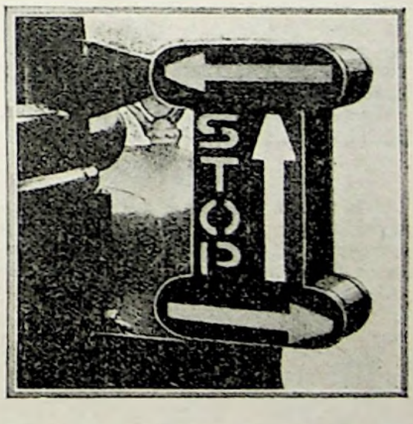
Circumstances did not permit of a proper test of performance, but the car is lively and we can well believe that its maximum is up to and perhaps above the 60-m.p.h. mark. The brakes are powerful and progressive. As to hill climbing, the 1-in-4 test hill was no sort of obstacle in second gear with two up.

The B.S.A. company has a wonderful reputation in the motorcycle world, and, in spite of the remarkable drop in the general motorcycle market, has actually increased its sales during the past year. Undoubtedly, this new car will effect an even greater expansion of the company's car sales.

Two New Accessories

A New Bonnet Fastener.

The well-known carburetter manufacturer, Amal, Ltd., of Holford Works, Perry Barr, Birmingham, has recently introduced a new bonnet fastener for which several important features are claimed. Not only is it low in cost, but it is also stated to be permanently rattle proof, flexible, weatherproof, easy to operate and capable of allowing for a considerable variation in the fit of the bonnet.



The Stokes Indicator.

On the outside of the bonnet, the only part which is visible is a neat knob which can be either of black Bakelite or of chromium-plated metal. Inside, there is a sliding plate turned up at its lower end to form a hook, and provided with a tension coil spring which pulls it upwards. The hooked part engages with a suitable bracket attached to the frame side-member, or any other convenient part. This bracket is bent over, away from the bonnet side, so that, as the hook is pulled up into it by the spring, the bonnet is held in closely to the bracket.

Direction Indicator.

A direction indicator which gives very bold signals is being marketed by Fowler and Co., 53, New Bailey Street, Manchester. Known as the Stokes All-ways indicator, it sells for 40s. and takes the form of an illuminated sign intended for mounting on the off side of the windscreen, where it shows both to front and rear. As will be seen from the illustration, the signals consist of bold arrows to indicate the direction the driver intends to take, together with the word "Stop." A four-way switch, which can be fitted to the steering wheel if desired is supplied, together with the necessary flex; the only connections which have to be made are two leads to the battery or switchbox.

OLYMPIA—*OCTOBER 13—22.*

THREE SPECIAL SHOW NUMBERS

(The First will be Published Next Week)

OCTOBER 7 Complete details of all the light cars actively in production and on the British Market. An infallible and very informative reference which is well worth keeping.

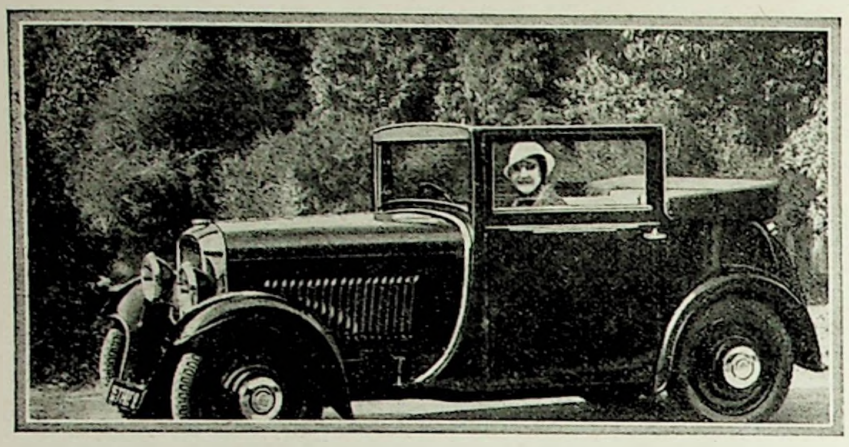
OCTOBER 14 Our annual guide to the Exhibition including descriptions of the various models actually on view inside Olympia; take it with you when you visit the Show.

OCTOBER 21 A complete and fully illustrated summing up of the trend of design for 1933. Crammed with interest from cover to cover.

All the Usual Features and lots of Special Features

PRICE 3d. AS USUAL

B15



THE NEW AMILCAR. — *One of the features of the forthcoming Paris Salon (October 6) will be the 8 h.p. Amilcar, of which this is the drop-head coupe model.*

TWIN-WHEELED THREE-WHEELERS

Important R.A.C. Bulletin

THE following bulletin was issued by the R.A.C. last week:—

"Under the Motor Vehicles (Construction and Use) Regulations, 1931, issued by the Minister of Transport under the Road Traffic Act, it is laid down that 'For the purpose of these Regulations any two wheels of a motor vehicle or trailer shall be regarded as one wheel if the distance between the centres of the wheel tracks at ground level is less than 18 ins.'

"In view of this, it could be argued that a three-wheeler, the rear wheel of which was of the dual type authorized by the Regulation in question, would remain a 'tricycle' for the purpose of taxation, and the rate of duty would be the normal one of £4 per annum.

"This being a matter of considerable importance to those concerned, the R.A.C. approached the Minister of Transport to ascertain whether three-wheelers fitted with dual rear wheels could be classed as 'tricycles' for the purposes of taxation.

"The Minister has now replied to the Club that, in his opinion, a vehicle of the type described is a four-wheeled vehicle for taxation purposes. He also states that the Regulations made under the Road Traffic Act, 1930, do not in any way affect the Second Schedule of the Finance Act, 1920, as amended by subsequent Finance Acts."

We refer editorially to this statement.

Be Careful!

What is believed to be the first conviction for this offence was made recently when a motorist was fined 40s. for holding a lighted cigarette near his petrol tank while it was being filled.

Drastic!

It is now against the law in Czechoslovakia to smoke at the wheel of a motorcar. The heavy fine assigned to this offence may be collected by the police on the spot.



AT COPENHAGEN. — *The Prince of Wales and the King of Denmark (third from left) inspecting the Hillman Minx exhibit at the British Exhibition. Behind the Prince are members of the Danish Royal Family.*

B16

Continental News

CHEAP CARS DOMI

"Luxury" Firms to List

ECONOMY in running costs and particularly low fuel-consumption claims will be the leading note at the 26th Paris Salon, which opens on Thursday, October 6. When it is mentioned that petrol prices range from 2s. 2d. to 2s. 10d. per gallon in France and that French commerce in general has been hit by the world crisis to an extent hardly realized outside that country, writes our Paris correspondent, the desire for economy may be understood.

Thus the trend towards smaller and less expensive cars, increasingly noticeable at the past two Paris Shows, will reach a climax this year. Famous luxury car manufacturers who have never before turned out anything less than a 2-litre model will be staging quite small and moderate-priced vehicles, whilst others who, after building up their business with small cars,



Look out for this—the strikingly coloured cover of our first Show Number, which will be published next Friday. It will be priced at 3d. as usual.

Record Run—By Rail.

Last Tuesday arrangements were made by Rootes, Ltd., to convey guests from London to a Humber-Hillman-Commer gathering at Coventry and, in conjunction with the London, Midland and Scottish Railway, a noteworthy attempt to lower railway records was scheduled. The timetable showed, for example, that the first special leaving Euston at 9.40 a.m. was due to arrive at Coventry at 11.10 a.m.—a schedule demanding an average speed of 62.7 m.p.h. At the gathering mentioned, all the latest models of the Hillman and Humber were presented to agents and the Press.

NATE PARIS SHOW

"Economy" Chassis

went up into the luxury classes, will be found showing smaller cars than they ever made at any other period of their history.

Amongst mechanical features of the Salon, by far the most striking one will be the very general adoption of independent suspension. More than a dozen Continental makers will be showing cars with independent springing for the front wheels, whilst in some cases, all four wheels are independently sprung.

Other mechanical details to be noted will be the adoption of such refinements as four-speed gearboxes with "silent thirds" and vacuum-operated brakes on quite low-priced chassis.

A marked change will be noticeable in French bodywork, where body design approaches nearer to English ideals in the matter of comfort, which, in the past, has often been sacrificed to exterior beauty of line.

Deserted By-passes!

The Leeds City Engineers Department has made the complaint that by-passes constructed recently at great expense are not being used by traffic. Explanations offered are that motorists cling to familiar routes and that the by-passes should be better sign-posted.

The Brighton Veteran Run.

November 20 has been chosen by the R.A.C. for the annual commemoration run from London to Brighton for veteran cars. No vehicle manufactured since 1904 may take part. Full particulars are available from the R.A.C., at Pall Mall, London, S.W.1.

SUMMER TIME ends on Sunday next—at 2 a.m. to be exact. Clocks should be "put back" one hour before retiring on Saturday (to-morrow) night. Lighting-up time in London, to-morrow is 7.38 p.m., on Sunday it is 6.6 p.m.

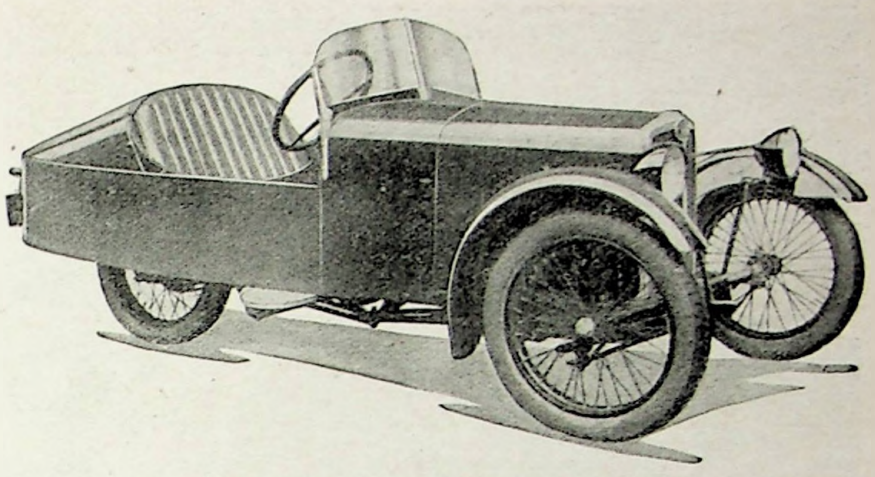
Strip Control in Driffield.

Driffield has now installed automatic traffic signals operated by vehicles passing over "strips" let into the road.

A Triumph "Triumph."

We are informed by the Triumph Motor Co., Ltd., that they have received the following cable from their distributors in Johannesburg, South Africa:—

"R. L. Evans, driving a standard model Triumph Nine saloon, won the following three premier awards: Witwatersrand Agricultural Society Cup, Riley Cup, Star Trophy and Gold Medal in first South African motor rally, covering 1,500 arduous miles, finishing in excellent condition. Congratulations on manufacturing the finest small car in the world."



LISTED AT £75. — *The 1933 edition of the Coventry-Victor "Midget" which is powered by a C.-V. 700 c.c. horizontally opposed air-cooled twin. The V-screen is of safety glass.*

Obstruction—What it Means.

When a motorist was ordered to pay costs at Swansea recently for allowing his car to cause an unnecessary obstruction, the presiding magistrate, Mr. F. P. Charles, is reported to have pointed out that it is not necessary to prove that the car actually impeded traffic.

"In law," he is reported to have said, "no person is allowed to use the road as a garage."

The car had been left in what the defendant thought was the best place while he went into a café for a cup of tea.

Austin Motor Finance.

It is announced that at a meeting of the board of the Austin Motor Co., Ltd., held at the Longbridge Works on September 20, the directors recommended that the following dividend and bonus be paid:—On the preferred ordinary shares for the year to July 31 a dividend of 20 per cent. (less income tax at 5s. in the £). On the ordinary shares a dividend of 25 per cent. (less income tax). On the ordinary shares a bonus of 25 per cent. (less income tax). This involves a gross amount of no less than £225,000.

The payment of these dividends is subject to the passing of the resolution at the annual general meeting of shareholders, which will be held on Monday, October 3.

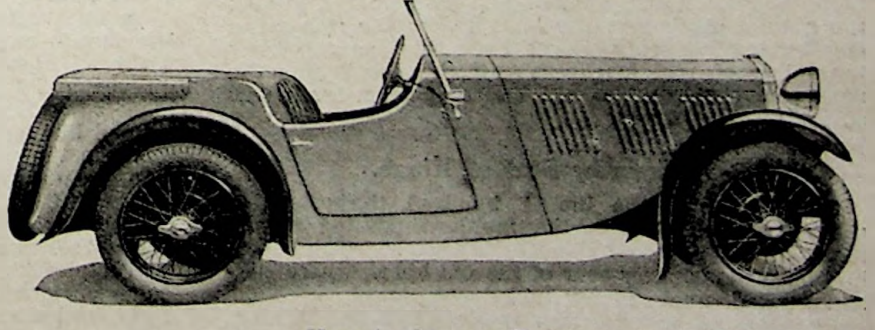
A B.S.A. Occasion.

During the recent show of all types of B.S.A. machines at the Small Heath factory, a large party of dealers was addressed by Mr. A. H. Pollen, the new chairman of Birmingham Small Arms, Ltd. In an interesting speech, Mr. Pollen referred to the various important developments in road vehicles, from the pneumatic tyre to the Daimler fluid flywheel and self-changing gearbox embodied in the latest B.S.A. car.

That 50 per cent. of the three-wheelers sold in this country during the past year were of B.S.A. manufacture was mentioned by Commander Godfrey Herbert, D.S.O., R.N., managing director of B.S.A. Cycles, Ltd., and sales director of that concern, as well as of the Daimler Co., Ltd. Commander Herbert also stated that no 1932 machines were left over, and there would therefore be no clearance lines.

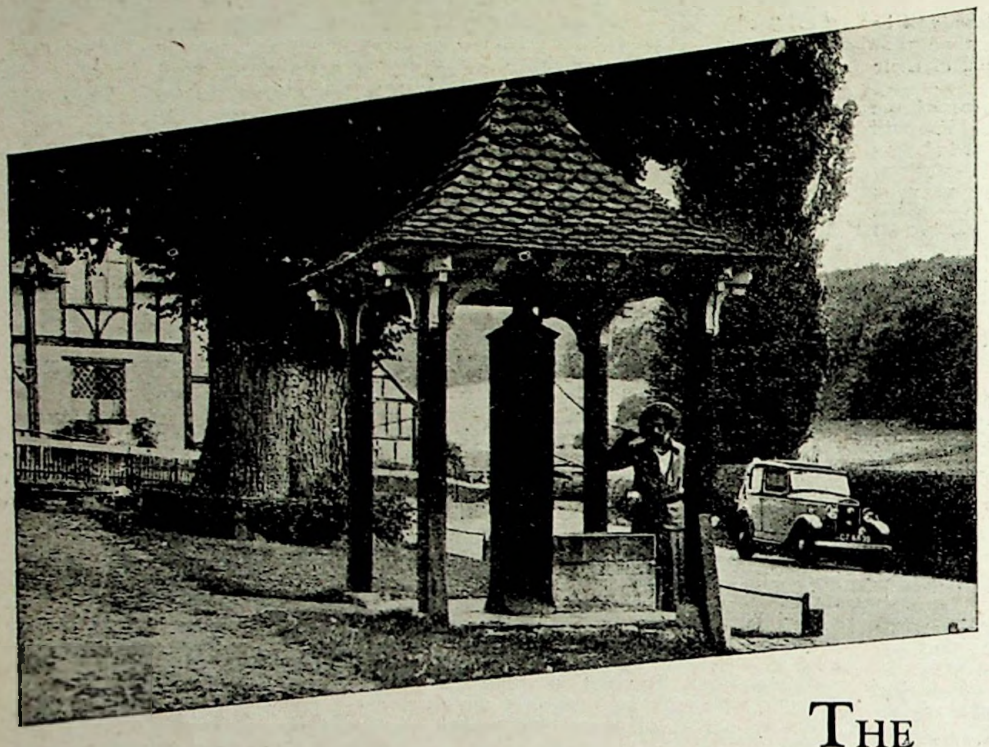
Institution of Automobile Engineers.

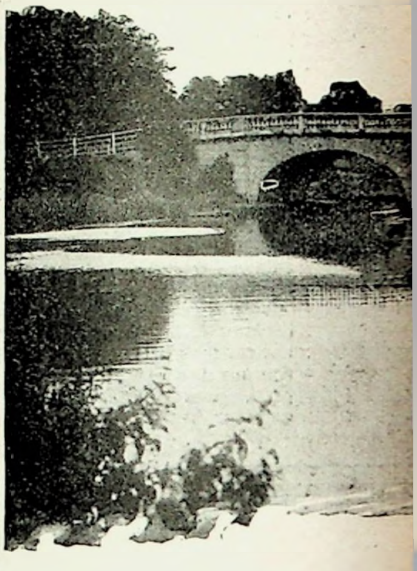
The opening meeting of the session of the Institution of Automobile Engineers will be held on Tuesday, October 4, at the Royal Society of Arts, John Street, Adelphi, London, W.C.2, at 8 p.m. Major C. G. Nevatt will deliver his presidential address, entitled "Legislation and the Automobile Engineer."



THE SINGER SPORTS FOUR. — *Here is the new Singer Sports model for 1933, listed at £185. Its specification includes twin carburetters, remote control gear-lever, Rudge wheels and radiator stone-guard.*

A Sunday's Tour in the Former Hunting Ground of Kings and Princes





The Forgotten

The Old Palace: The Gipsy

THERE is a plateau, nearer London than the Chilterns, which was once the ancient hunting ground of the kings. It cannot boast of such a new-fangled thing as a railway, or even a main road, but in its forsaken lanes there is tucked away an endless charm and mystery.

My first real run there this summer was a revelation. I followed the dreary Watford by-pass for eight miles, and then went down the slope to the old road over the canal at Hunton Bridge, with the hill rising behind it and the cheery filling station alongside, its two fighting cats perched on top. I had emerged suddenly from the wilderness!

Crossing the bridge, I went past Hunton Bridge Church and up the hill into King's Langley, forsaking the more usual Berkhamsted, Ashridge, or Ivinghoe, and turning left up the long hill to Chipperfield.

The road bore round suddenly at right angles on the summit by an inn called "The Old Palace." Opposite is a piece of wall about 4 ft. wide and 15 ft. high, looking rather belated and forlorn. Crossing the road, I climbed up the bank to see the ruin more closely, but suddenly forgot even this, as the view beyond is of real loveliness. I thought it was the most remarkable prospect I had ever seen, for it was so totally unexpected.

A Country Seat of Kings.

Going over to the inn, I inquired the origin of the ruin. For answer, the landlord pointed to the name of his house—"The Old Palace." This, then, had been the country seat of the old kings, where they had hunted, made merry and drunk deep!

"The bit across the way was part of the kitchen, sir," said the landlord. "The palace was a huge place and extended, I believe, right to the next road, which was the original one. They made this lane a little later," he added, with a twinkle in his eyes.

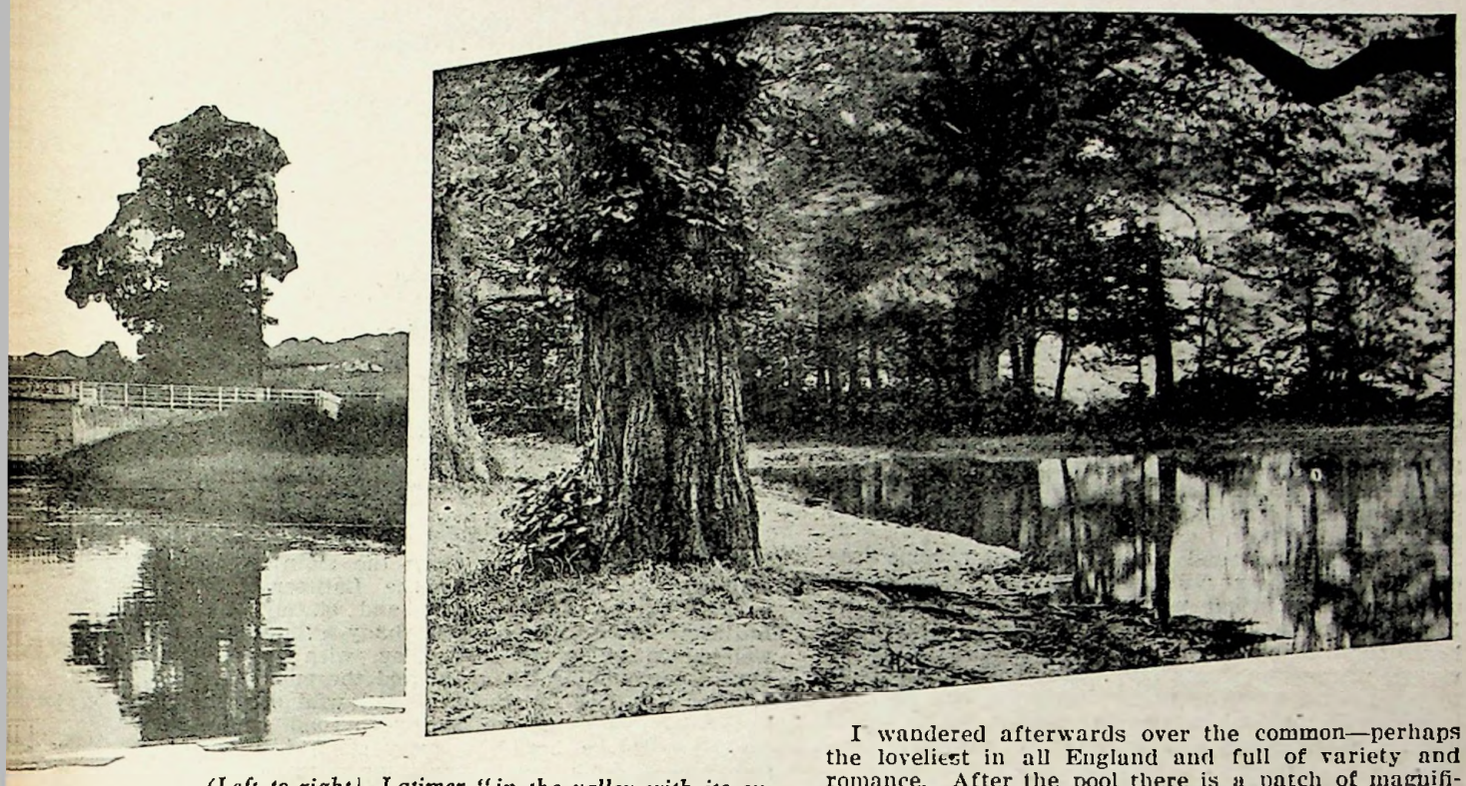
"The country has always been a royal hunting ground for kings. Some of their shooting boxes have now been turned into private houses."

I went through fields and past misty woods, the colour of emeralds, to where the road suddenly turned out on to a few houses, facing a spacious common, which sloped away into the dim distance. A native informed me that I was then almost exactly at the same height as the gilded cross on top of the dome of St. Paul's.

On my right was an old country inn—"The Two Brewers"—and entering the public bar, I saw a sight which I love—an old stone-floored parlour, with alcoves and high-backed seats, dominated by a fireplace which took up almost the whole of one wall. It seemed like a small room in itself, and I pictured the scene in the winter, when blazing brands would burn "on the dogs" and the ancients would warm themselves in the alcove seats, watching one of the inevitable games of darts in progress.

But the great mystery about this village seemed to be its inhabitants. I had seen, playing in the street, some curious children with very dark brown, lean faces and sloe black, darting eyes—a different race from the rather lumpish Saxon children one usually sees in Hertfordshire villages.

I found, too, that I was right; for the charm of the hamlets in this district seems to have caught the



(Left to right) Latimer "in the valley with its exquisite houses surrounding the green and pump"; Hunton Bridge and Flaunden, with a church in which the last service held was a High Mass before the Reformation.

PLATEAU

Villages and the Lost Monastery

By

A. S. Jenkinson

gipsies by the throat after a thousand years or more of wandering. And so, amongst the ordinary English children in Chipperfield, Sarratt, Bovingdon, and other villages here, you will see the strange wild faces of folk still utterly different in customs, manners and thought from their neighbours. They may, perhaps, have wandered here first when it was the uninhabited hunting-ground of kings.

An ancient said, "You ought to see the Apostles' Pond, sir, before you leave. Straight down past the Manor House and then first track on the right."

I took his advice, and a rough track was followed until it became impracticable. I walked the remaining few yards to the pond, a dark pool in the forest, reflecting in its still depths the trunks and the branches of eleven very ancient oaks, known as the Apostles. A twelfth was also there, but looked like a needle beside the others. Its name I learnt later was Judas, and, of course, bearing such a terrible sin, so the villagers say, it could scarcely thrive as the other Apostles have done!

I wandered afterwards over the common—perhaps the loveliest in all England and full of variety and romance. After the pool there is a patch of magnificent foreign-looking pines, underneath which nothing will grow, so that all is a reddish-brown carpet of pine needles beneath them. One pine especially you must not miss. It is formed of three magnificent trunks uniting about two feet from the ground into a bole which would not disgrace an oak. To me it is known, at any rate, as "The Trinity."

And a few yards away, in a tiny arena, as if the other trees had respectfully kept their distance, is the most venerable chestnut I have ever seen. It was planted by Richard Hunchback in one of his hunting expeditions—perhaps the murdered princes are buried underneath!

I returned to the road again and drove along towards Sarratt.

About a mile before the village there is a grassy lane to the right, and after following it and burrowing through a little forest I came out, finally, into an open field, at the end of which, surrounded by ruined walls, stood an ancient farmhouse, overshadowed by a beacon-like windmill.

I was looking at the remains of those walls when a farmer came out and in a few words brushed the centuries away.

"It was a monastery once, so they say, and had a pretty wild existence. Come into the barn."

A Magnificent House.

For the moment it seemed just an ordinary barn, containing the usual farm implements and an old motorcycle, but then I saw in the middle of it, rising like some enormous giant of old, a fireplace and chimney, with its oak beams all intact, and a dark confessional box on the right, the whole edifice rearing up and losing itself finally in the mazes of the barn's second storey.

"More material in this than they put into a house to-day, sir. Up above there is a confessional box on each side of the fire-place."

But the farmer had only just begun. He took me inside to the enormous kitchen, where, on the ceiling, there bloomed for ever a scarlet rose.

"They say this house was built in the times of the Wars of the Roses, and from the cellars there is a secret passage leading right to Sarratt, nearly two

THE FORGOTTEN PLATEAU *(contd.)*

miles away. It comes out in a house near the Cock Inn, but the former tenant here had the entrance bricked up."

He showed me oak doors gnarled with age, oak beams, oak panelling interwoven with roses, and then, outside, a broad tract of Lammas land which the church had apparently been forced to give up to the villagers.

"Several have seen ghosts here," he said, "and many of the villagers are 'frit' to come near the place at night, even now."

Yet it was not of this unknown farm-monastery's strangeness that I thought as I returned along the grassy lane, nor of the fact of its being unknown. No! It was of that red rose in the ceiling, bravely defiant emblem of its past owner's beliefs.

It brought the past back so vividly . . . men had lived and fought for those roses as seriously as their descendants had battled in the Great War. And that secret tunnel! The rose for defiance—the tunnel for safety!

On the "main" road again I soon saw, some way off, the magnificent village green, the old well, the trees and the ancient "pubs" of Sarratt, but before I reached them I turned right opposite the doctor's house for the roadless and loveliest part of the Chess valley, where the ghosts still walk at night. Bearing to the right I saw the valley below me and my tiny lane crossing a ford in the clear stream, which would mean a watersplash if I were to get through!

Lovely Chenies.

How lovely the valley is here and how secluded—for the main road starts farther up. Through the watersplash, of the genuine "trials" variety, we went, and then up the steep hill and along an avenue known as Lady Walk, where the wraith of a woman still walks at night. The lane led me into lovely Chenies, known now, but still half feudal with its Duke landlord. Here I turned right along the main Chesham road, but half a mile of that was enough for me, so I turned up to the right again, past an old mill and a waterfall, until I reached a grass path running beside the stream to Flaunden Old Church.

Here I was obliged to leave the car and walk, but it was worth it, for there, in a little coppice by the river's side, was a tiny twelfth-century church all in ruins, seeming scarcely any wider than my outstretched arms. Inside I found mouldering walls covered with names cut by countless visitors: "G. D. 1865": "L. and R. 1870."

They were all dead by now, these lovers, or had forgotten this idyll of long past years in the sorrow of living. But here was a note hanging to the ivy: "We have gone to the 'Red Lion' to tea." So the waves of youth still washed this church, still came, loved, wondered and passed on!

In these ruins, of course, once worshipped the inhabitants of Flaunden hamlet, but as the river was constantly overflowing and filling the church several feet deep in water, they built another higher up on the hill. It was curious to think that the last service held there was a High Mass before the Reformation.

Main Roads Again.

I got in the car, went along the main road again and then turned right by the Latimer waterfall, backed by its shining pool and stately mansion. Latimer! lovely as its name, a shady, although now too-well-known village in the valley, with its exquisite houses surrounding the green and the pump.

After Ley Hill Common I found wild strawberries in the deep valley on the Bovingdon road, where runs the Herts-Bucks border, a very steep hill on each side, one in each county—an interesting side-light on the road repairing methods of the two county councils!

Bovingdon Green—the Monument at Bovingdon—more gipsy children and then the road back through Chipperfield, Sarratt and Croxley Green on the very edge of the "Forgotten Plateau." It was the first of several visits full of peace, beauty and almost infinite exploration—Commonwood, Whippendell, Shendish House, the cherry orchards round Chipperfield and an infinity of views and woodlands where you can go and do exactly as you please!

A Curious Adventure

"He seized her by the neck . . . . threw her out of the car"

IT was about sunset. The driver of the sports saloon was cruising along by the kerb towards Lancaster Gate. More than one attractive girl glanced at him appreciatively—even invitingly, as he passed her. Presently he stopped, and got out to investigate a rattle that seemed to come from the front number plate.

He was finishing the job when a policeman strolled up, looking at him with a questioning eye. But, apparently satisfied, the officer went on his way.

The driver was taking out his cigarette case when SHE appeared, walking slowly out from the shadow of the trees. The lithe grace with which she moved her beautiful limbs was fascinating to the artist soul of the motorist. Silently she came towards the car. She looked round apprehensively; but the policeman had his back to them. Then she put her head through the low window. Her purpose was unmistakable. Would the driver give her a lift?

His curiosity was aroused. What would happen if he did let her get in? There was no telling! But what would her people say? Perhaps she had none. Poor little thing! All alone in this great, cruel city! And so young and beautiful. He could not refuse the appeal in her eyes.

He nodded his head and she sprang lightly into the car.

He lighted his cigarette, and, as she settled more cosily down into the comfortable seat he gently slid his hand around her warm young body. And she—she didn't seem to mind—she just purred her satisfaction at this testimony to her charms!

BUT NO! this would never do. His landlady would make trouble if he took her to his bed-sitting room. To hesitate was to be lost. "Sorry, young lady; but I cannot take you with me, you must get out again," he said sternly.

Her beautiful eyes were filled with sorrow. She pleaded to be allowed to stay with him. He held the door open; but she would not move from her seat in the car. And there was that policeman coming back! He must act at once.

Sternly he seized her by the neck and almost threw her out of the car. She fell to the ground on all fours. But still she made no sound; only looked up at him with great reproachful eyes! Horrors! the policeman had seen him throwing her to the ground, and he was coming straight towards the car.

* * *

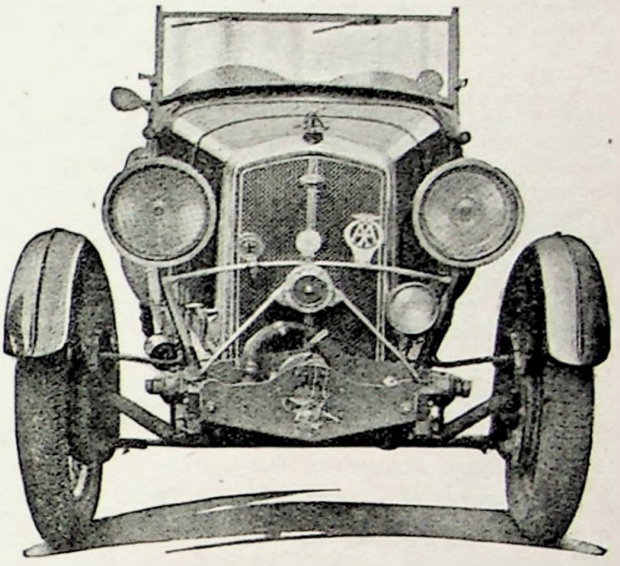
"Yes, sir, that cat is as bad as some of the girls; she's always trying to get someone to take her for a ride!"

And, scornfully stretching herself, puss yawned contemptuously as she walked away. RT8303.

"The Blower" tries

"PRE-SELECTED SUPER-CHARGE"

An Unusual Application of a Zoller Blower to an E.W. Daytona Hornet



A front view of the Hornet with the Zoller blower in place.

"WE have something rather different in supercharged cars to show you," said that enthusiast, Mr. M. A. McEvoy—"an E.W. Daytona Hornet Special with a Zoller blower. Come and try it."

I went. "You know as well as I do," explained Mr. McEvoy, as we regarded the lithe little car, "that most people associate supercharging with fierce performance—vicious acceleration, high speed, high fuel consumption and pretty poor docility at low revs. Well, this car is different. We have the fierce acceleration all right, we have the high speed, *but* this car can be driven in top gear all day and accelerates almost as well in that gear as in second or third. Also we have a pretty good fuel consumption."

These claims all sound rather unusual, and are all due to Mr. L. Pomeroy, Junr., whose views on supercharging are also rather unusual. He regards the blower for touring purposes as the answer to the designer's prayer—a means of producing increased torque at low r.p.m. and better flexibility and volumetric efficiency throughout the range of r.p.m.

Briefly, and non-technically, the Zoller supercharger, as applied by Mr. Pomeroy, produces a boost of something like 15 lb. per sq. in. at low engine speeds, thus giving rise to a proportionately increased torque. At high engine speeds the boost is arranged to remain constant without assuming ultra-high pressures detrimental to a standard engine. In this way the supercharged engine is characterized by flexibility and extraordinary acceleration, an unusual top-gear performance and increased maximum speed.

"Drive it," said Mr. McEvoy.

I did. Let it be said here and now that the Hornet, as Zoller-blown under Mr. Pomeroy's ægis, does precisely what is claimed for it.

I was unable to obtain the obvious maximum of the car owing to the use of rather soft plugs, but from what I saw of the vehicle 80-85 miles an hour are well within its capabilities. The chief feature of the machine, however, is the immense acceleration—particularly in top gear—which could be equalled only by something very fast and very expensive indeed.

The following figures, taken by stop-watch on a dry concrete road with a slight but distinct up gradient, will speak for themselves:—

From rest to 40 m.p.h., 6¾ secs.; from rest to 60 m.p.h., 12¾ secs.; from rest to 70 m.p.h., 19¾ secs.



A NEAT ASSEMBLY.

A metal cowl normally shields the supercharger. The ordinary sized S.U. carburetter is carried low down on the near side. Note the double-acting oil pump on the front of the blower.

On each of these occasions the car spun the rear wheels for 10 yds., leaving long black streaks on the concrete and surging forward with that slight swaying of the tail which indicates real power delivered at the back axle. This acceleration means that 70-75 miles an hour can be obtained in the most unlikely looking conditions and in almost incredibly short stretches of road, so that I can well believe Mr. McEvoy when he says that truly surprising averages can be put up by the supercharged Hornet.

At the other end of the scale the car was no less astonishing. Before I took over the wheel, and as a demonstration of its flexibility, Mr. McEvoy drove the Hornet from his premises at Notting Hill Gate through the densest London traffic of Oxford Street, Regent Street and Piccadilly in top gear with considerably less slipping of the clutch at restarts in top gear from traffic blocks than is usually employed by the ordinary woman driver using bottom gear!

It is on the open road, of course, that the full joy of the Hornet becomes apparent. It is possible to drive all day long in top gear and yet to put up a performance which might be envied by a pukka sports model of twice the capacity. The surge of power in this ratio from 20 m.p.h. upwards is more like that felt under the throttle pedal of 4½ litres.

Exhilarating Performance.

If it is desired to produce an even more exhilarating performance, it is necessary only to use the gearbox in the usual way, in which case the car moves through sinuous country roads at a gait which might not be despised by a car tuned for road racing.

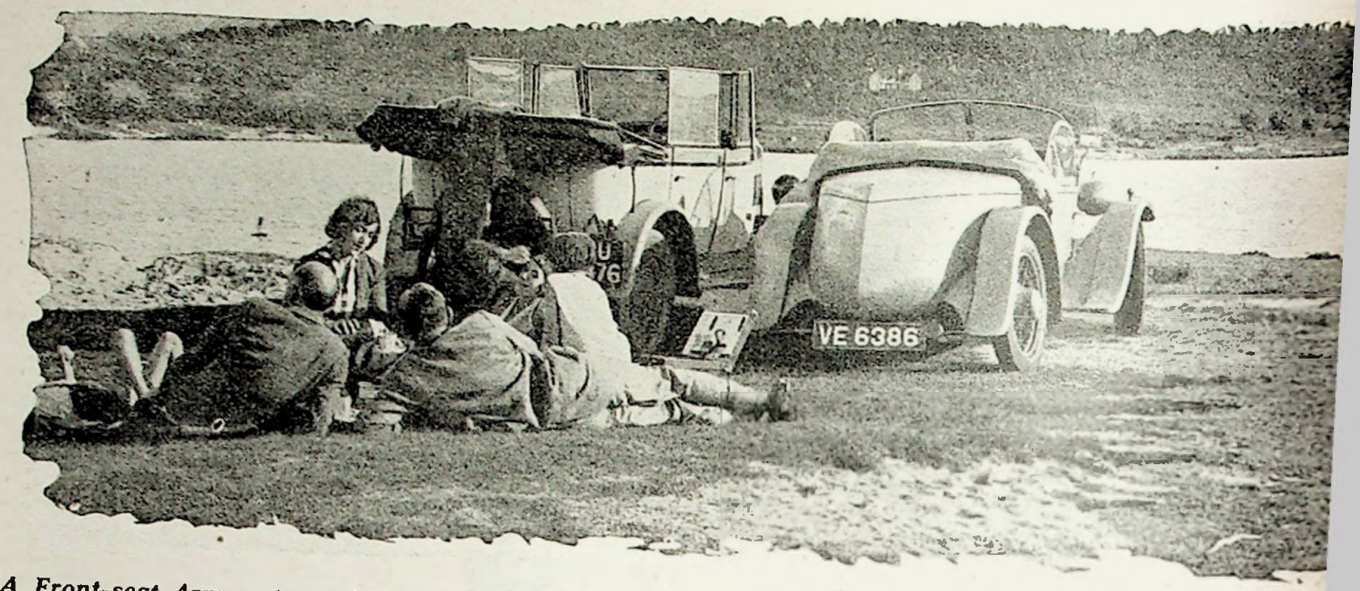
A pleasing but entirely incidental characteristic imparted to the chassis by the fitting of the Zoller supercharger is an added stiffness to the front of the car, which results in the road-holding qualities being even better than on the standard model.

Throughout a very fast and very thrilling run into the country, I was frankly surprised to find that our fuel consumption had worked out at something over 24 m.p.g.—although for the last 20 miles I had been using the gear lever like a pump handle—an unusual trait, to say the least of it, in a supercharged car of 1,200 c.c.

The addresses of Mr. McEvoy are 146, High Street, Notting Hill Gate, London; Leaper Street, Derby, and Trinity Road, West Bromwich. He is prepared to supply and fit the Zoller unit, together with a neat metal cowl to any Wolseley Hornet at an inclusive charge of £75.

THE BLOWER.

B21



Rich Mixture

Light Car Comment and Advice

by Focus

A Front-seat Arm-rest.

My 1932 Armstrong Siddeley has a folding arm-rest in the centre of its rear seat, and this feature, I see, is to apply to the front seat as well in the case of the 1933 models. It is, in my opinion, definitely a better idea to have a single front seat with a folding arm-rest of this kind than it is to have the two conventional bucket seats.

A single seat allows more elbow-room for two big men, it is a convenience when you are sharing a rug, and if three small folk are going for a ride they can share it, which makes the trip more "matey." The only disadvantage to a single bench seat instead of two separate bucket seats is that it is generally harder to adjust.

I fancy, however, that this new Armstrong Siddeley idea will become popular and that we shall see many cars similarly equipped ere long.

The Drop-head Coupe.

I am always rather sorry for the lone occupant of the back seats of a car. Usually he sits on the edge, with his elbows on the back of the front seat, so as not to be out of the party, and in this position he is abominably uncomfortable.

Why, I wonder, are there so few three-abreast coupés to meet the needs of folk who generally go about in threes? This type of body has a great deal to recommend it, particularly as, with a drop-head, it is as airy in summer as it is warm and cosy in winter. In France drop-head coupés have always been popular. I wonder when they will return to favour in England. It was not so many years ago when most British manufacturers offered a folding-head coupé as standard in their range.

On the Subject of Tool Kits.

A correspondent who is worried about rust marks and poor detail work also complains about tool kits. He declares that they are usually of a very low standard, and he is right. Very few light car manufacturers supply really good tools in the equipment, and the majority would lose their

entire board of directors with heart failure if these worthy gentlemen were called upon to inflate the five tyres from flat with the standard tyre pump!

My own plan for years is carefully to remove the tool kit from a new car and put it away until the time comes for the car to be sold. I carry about with me a set of tried and trusted tools which are still almost as good as when they were bought ten, fifteen or in some cases twenty years ago. The standard jack and wheelbrace, however, generally have to serve for roadside use, and what abominations they often are.

When an Accident Happens.

A reminder, I see, has been issued by the A.A. regarding the need for stopping when in any way concerned with an accident. The Association has done well in bringing this matter forward because the Road Traffic Act is very emphatic on the subject, and is so worded that one can easily get into trouble. It says that if an accident occurs "owing to the presence of a motor vehicle on a road . . . . the driver of the motor vehicle shall stop and if required so to do by any person having reasonable grounds . . . . give his name and address."

It is explained that only accidents involving damage to people, vehicles or animals are concerned, and it goes on to say that if a driver does



A composite photograph showing the fine stretch of water and the pine-clad slopes of the Surrey hills at Frensham Ponds. The 100-acre stretch of water is flanked by sandy shores.

not give his name and address at the time to anyone on the spot, it is his duty to report the accident to the police as soon as reasonably practicable.

Why No Report?

THE catch, of course, lies in the words "owing to the presence of a motor vehicle on a road." It seems to me that one can be behaving in an entirely blameless way and still be the cause of an accident occurring. To take a simple case, if a dog was run over by a car coming in the opposite direction to yourself, it might well be held that the accident was due to your presence on the road because had you not been there the other driver might have been able to swerve out of the way of the dog.

It is particularly important to bear this requirement of the law in mind.

Anyone involved in an accident quite naturally makes a note of the numbers of any other cars in the vicinity at the time and may easily report them to the police, who would naturally want to know why no report had been made.

Abolish Big Blind Spots.

EVERYONE grumbles about the blind spots in saloons caused by inside pillars on each side of the screen, but one rarely hears complaints about the much larger and almost equally irritating blind spots created by the quarters being covered with sheet metal instead of glass.

Certainly the six-light bodies and the wide rear windows of to-day make these blind spots less troublesome than they were a few years ago, but why not eliminate them altogether? Why not make the back of the car similar to the front, with the window—like the screen—extending the full width and flanked by pillars of minimum girth consistent with a reasonable degree of strength?

An "Eddyfree" Stern.

THE only sacrifice which this plan would involve would be the scrapping of the expensive double-radiused panels which are now used and the replacing of the familiar curves with straight lines.



The hotel at Frensham Ponds (shown above) is a popular rendezvous with Londoners. It lies just off the Farnham-Hindhead road nearly 10 miles west of Guildford.

RICH MIXTURE *(Contd.)*

If I may pinch a Morris term, our cars would have "Eddyfree" sterns. Would this be objectionable in any way? Personally, I do not think so.

The whole tendency with car rear views nowadays is towards straighter lines than of yore, and in any case our eyes would soon get accustomed to the change. That saloon cars would be more pleasant to drive if one could see out in every direction cannot be denied—and the amorous and the shy could buy blinds, so that everyone would be pleased.

A Good Garage.

SOMETIMES in one's travels one comes upon a garage which is really good. Such a garage is run by W. Waters and Sons, Ltd., in Hatfield. About two years ago I was coming from the north, driving an exceedingly hot-stuff Morgan, and sheared the bolts which held the top-gear sprocket to the hub flange. I got into Hatfield in bottom gear, expecting to have some difficulty in getting the matter put right. The foreman of this excellent garage, however, was entirely undismayed by the job, and had me on the road again inside half an hour.

A few months later, at about tea-time on a wet Saturday afternoon, the setscrew which locates the distributor body of a B.S.A. three-wheeler which I was driving slackened, and allowed the distributor to move aft sufficiently for the coupling to disconnect and the timing to slip. It was an under-the-floorboards job, so I got a tow into Hatfield and again was treated with extraordinary courtesy and helpfulness. A fortnight ago I backed heavily into a lamp-post, squashing the near-side back wing and denting the body panels. Waters put the damage right for 30s., and not a trace of the fracas can be seen.

Near King's Langley, Herts.

SHOULD you be journeying ever along the road from London to Berkhamsted, or should you be a Londoner who feels like a short run into the country one Sunday afternoon, let me recommend the Two Brewers Hotel, which is in Chipperfield, a village that is reached by turning north out of King's Langley. It is a Trust House set in particularly pleasant surroundings and managed by folk who know how. Meals are nicely served at the normal Trust House rates, and if you feel disposed you can spend a week-end there from Friday night until Monday morning for 30s. inclusive.

At the back of the hotel is a great barn filled entirely with accommodation for rabbits, which an enterprising lady is rearing there in great numbers. It is an out-of-the-way spot that is well worth knowing.

Revive the Hand Throttle.

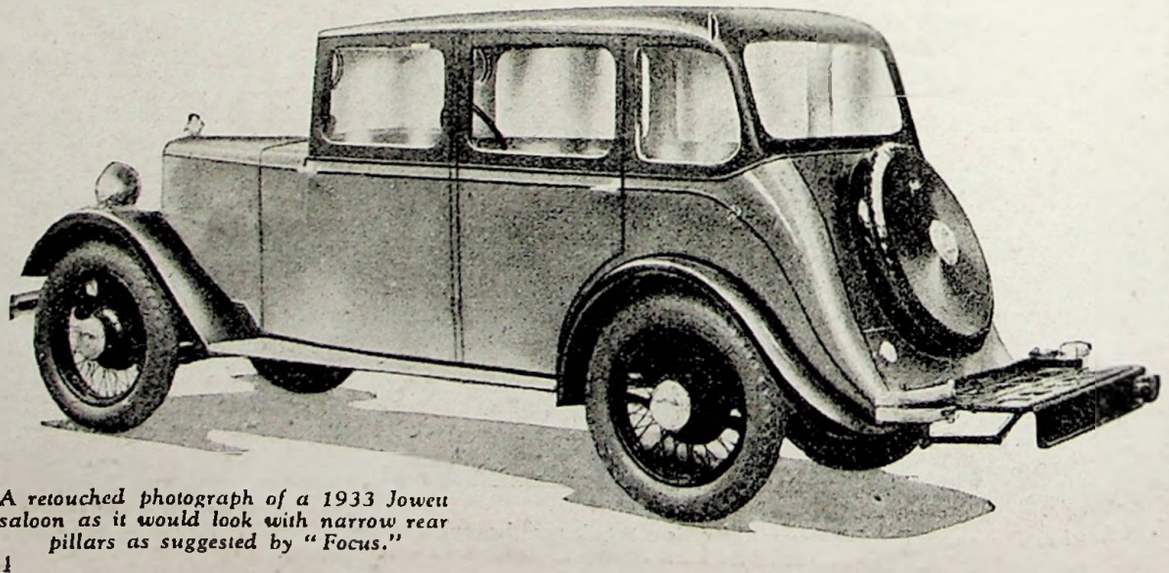
I THINK that the old-fashioned style of hand throttle is due to be revived. In its most satisfactory form it consisted of a long lever beneath the steering wheel, so coupled up to the carburetter that the first part of its travel caused only a trifling movement of the throttle butterfly, the latter part of its travel giving a much coarser control.

In the days when hand throttles of this kind were common I always used to give the accelerator pedal a rest on long runs, and a very welcome rest it generally was. It would be a really popular move if hand throttles of this kind were revived, and were modelled upon the excellent example which the 11.4 h.p. Standard featured for so many years.

Another Tricycle-car.

A MACHINE I shall watch with interest is the latest James light van. It is a three-wheeler of the type which has one wheel in front and two behind, and possesses the novelty of having its back axle slung on half-elliptic springs instead of being bolted rigidly to the chassis in the manner which is commonly believed to be essential for a machine of this type.

I am not sure whether the public would take to a three-wheeler the driver of which sits amidships, with his two passengers behind—and certainly the early demise of the Stoneleigh Utility car, which had the seating so arranged, suggests that it would not—but even so, I should be reluctant not to take such a machine quite seriously. Back in the spring I rode a Raleigh three-wheeler chassis with which a colleague on *Motor Cycling* was experimenting. In many ways it was quite fascinating and it gave me an entirely new outlook on three-wheelers.



A retouched photograph of a 1933 Jowett saloon as it would look with narrow rear pillars as suggested by "Focus."

B21

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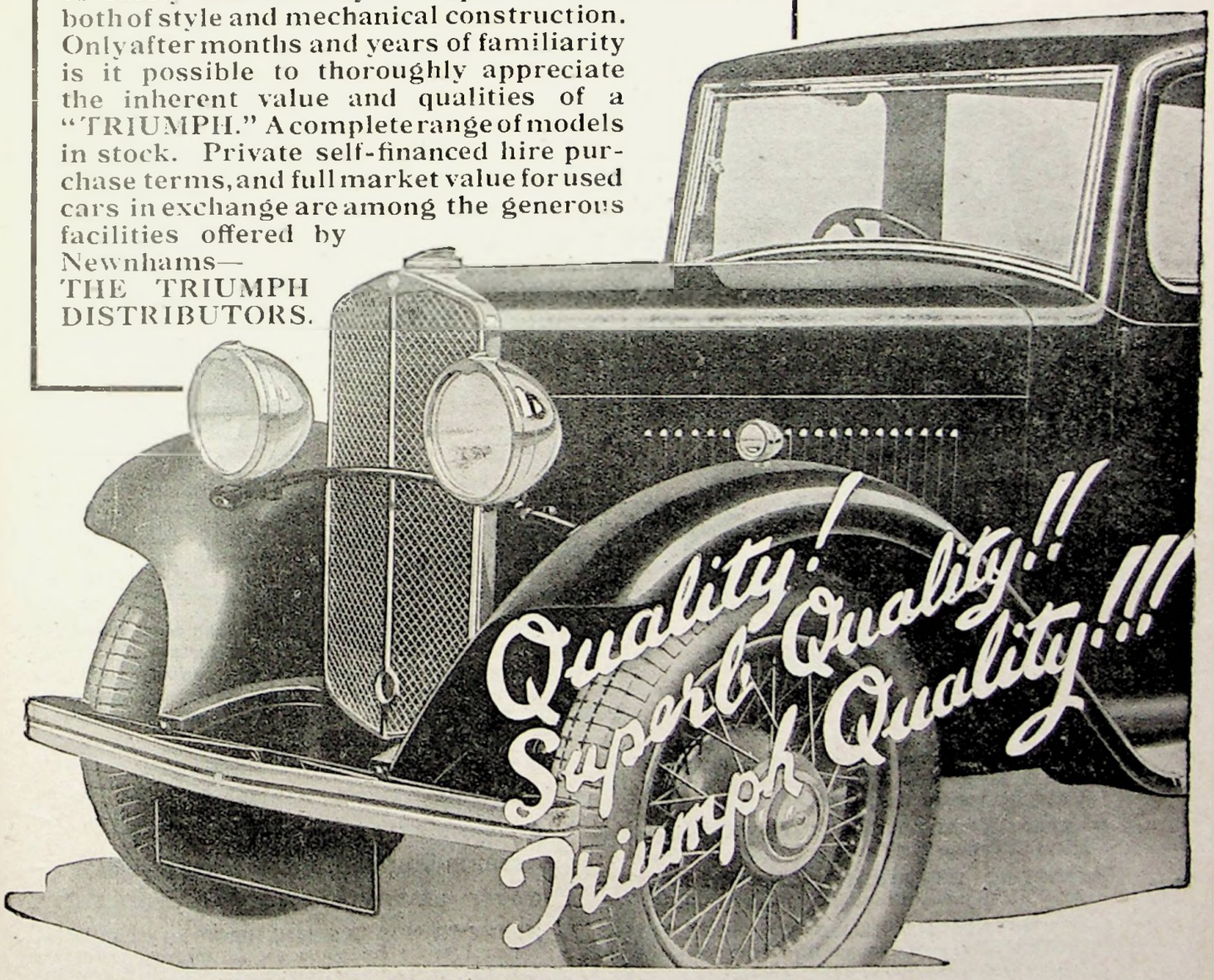

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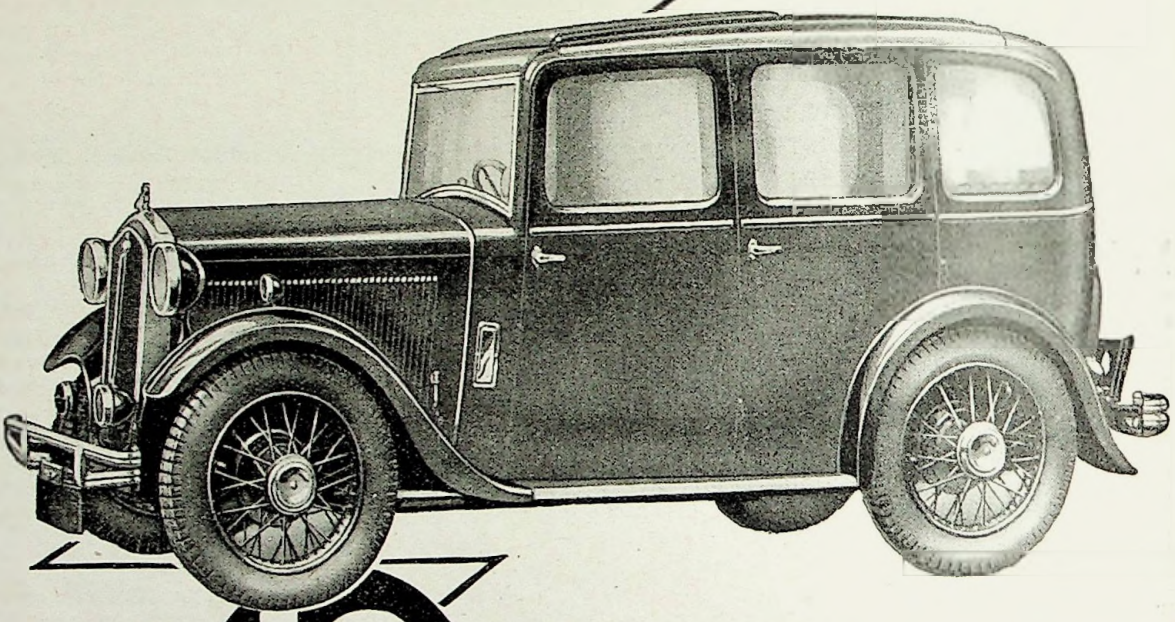

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- **FORWARD ENGINE MOUNTING (EXCLUSIVE)** affords extra body space without increasing the length (and so the weight) of the chassis.
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PRICES: 4 Door Saloon **£198 10s.**; Occasional 4 Coupé **£245**; Hornet Special Chassis **£175** (Prices ex works) Tax £12.

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B2G

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NO CAR WITH AN ENGINE CAPACITY EXCEEDING 1,500 C.C. (1½ LITRES) COMES WITHIN THE SCOPE OF THIS JOURNAL, THAT CAPACITY BEING GENERALLY RECOGNIZED AND ACCEPTED AS THE LIMIT FOR A LIGHT CAR ENGINE.

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Topics of the Day

The Three-wheeler Tangle

A BULLETIN issued last week by the R.A.C. clarifies to some extent the position of the three-wheeler. It points out that the Club has been in touch with the Minister of Transport, who has given it as his opinion that the regulations made under the Road Traffic Act do not in any way affect the Finance Act of 1920. There is thus nothing in the R.T.A., or in the various rules and regulations issued under its ægis, that concerns the £4 tax which "tricycle" owners pay. The Minister has also pointed out that he considers that a tricycle to enjoy a tricycle tax must be in fact a tricycle—that is to say, it cannot have twin rear wheels unless it pays a tax at four-wheeler rates.

This is an important decision which will have far-reaching consequences. Already it has interfered with plans which had reached an advanced stage to build and market a twin-rear-wheeled three-wheeler and it will certainly be a source of considerable irritation to many existing three-wheeler owners who have fitted two wheels behind. We feel that the anomalous position which the three-wheeler occupies should receive the closer attention of the Ministry of Transport. Its progress cannot afford to be hampered much longer by the "tricycle" designation given to it in the Finance Act of 1920—a piece of legislation referred to by Lord Clyde in 1923 as "a veritable triumph of obscure and indeed mystifying draftsmanship."

Don't "Lay Up."

THE licences of thousands of cars will expire to-day and must be renewed for the whole of the Michaelmas quarter which starts to-morrow if they are to be used during the coming week-end. A belief is held that the 14 days' grace which is generally allowed after a licence expires is an extension of the period of currency of the old licence. This is not the case; no licence may be used for even a single day after its date of expiry unless it is to be renewed for a period including that day. Up to the present the police have been particularly watchful of this point and any readers who have in mind laying up their cars for the winter are warned to bear it in mind. Last year, on September 30th nearly 100,000 private car quarterly licences expired and were not renewed. The owners of this huge number of cars decided to give up motoring either until January 1st or until the spring. It was a fine autumn, which made many of them regret their decision, and when Christmas came similar regrets were expressed again. It was suggested, and we vigorously backed the idea, that monthly licences should be introduced, but the authorities did not see fit to listen to us and 12 months have gone by without the position having changed. To all about to lay up their cars we therefore repeat Mr. Punch's well-known advice extended to those about to marry.

Big July Sales Drop.

ON many occasions during the past few years we have remarked that the increasing burden of motor taxation has been heaping an unbearable load on to the shoulders of car owners, and that the only possible consequence will be an unduly early arrival of the saturation point. Frequently, too, we have pointed to the fact that the goose which has laid so many golden eggs must surely go into a moult unless she is given a rest from her labours. What will be the reaction of the Chancellor of the Exchequer to the latest figures issued by the Ministry of Transport and relating to the number of new motor vehicles which came on to the roads in July this year compared with last year? Here they are:—

	July, 1931.	July, 1932.
Cars taxed on h.p.	13,076	12,716
Motorcycles	7,355	6,217
Hackney vehicles	922	724
Goods vehicles	4,852	4,078
Tractors	44	32
Miscellaneous vehicles	549	454
Total	26,798	24,221

It will be seen that in every class, without exception, there has been a "flop." The outlook would be serious for h.p. and petrol tax receipts in an ordinary year, but this year July was a specially propitious month for car sales. We had less income tax to pay in July, yet we bought fewer cars. Why? Because car taxation is excessive. The h.p. tax should be reduced or fourpence taken off petrol.

Technical Aspects

Winter Lubrication

A Word of Warning Concerning the Choice of an Oil for Cold Weather Use

By *L. Mantell*

THE cold weather is now almost upon us and I must sound a note of warning concerning lubricating oils. In the days of splash-fed engines the viscosity and general characteristics of oil were of much less moment than nowadays, when pressure feed is rapidly displacing the older system.

As most motorists are aware, the broad difference between these two methods of lubrication is that whereas the splash equipment takes the simple form of providing under each big-end a constant-level tray, which is supplied by a comparatively low-pressure pump and into which the con.-rod dippers project and splash the oil over the engine, the pressure-feed system dispenses with these trays. Instead, the crankshaft is drilled in such a way that when oil under high pressure is supplied to the main bearings, which are specially grooved for its reception, drillings corresponding with these grooves lead it up the crank webs, which are channelled for the purpose, to outlets on the surfaces of the crankpin journals. There it lubricates the big-ends, and the cylinder walls rely upon the escape of this oil at the sides of the big-end shells, from which it is flung off by the high rate of revolution.

As constant readers of my page are aware, I am greatly averse to this very hit-or-miss system of cylinder-bore supply for the reason that the correct distribution of the oil depends upon the equality and constancy of the fit of the big-end bearing, which cannot be relied upon, and also on unfailing uniformity in the behaviour of the main bearings as sources of supply.

A GREAT deal, of course, depends upon the general design of the layout, but, however carefully it is thought out, very small troubles will often disturb the distribution, and in a particularly pernicious manner, because the onset of such troubles, unlike most ills to which an average engine is prone, is hidden from direct observation, and can be detected in time to be remedied before harm is done only by very experienced ears which are capable of correctly interpreting complaining noises and symptoms that would convey nothing to the average amateur.

It is not of the mechanical shortcomings of modern pressure-fed oil systems that I propose to renew the belabouring at the moment, but of the effects of sudden weather changes.

During the little chilly snap that we had up north where I happened to be just after the August heat wave, I nearly fell a victim to this temperature drop in a way concerning which I would like to warn readers.

I had been running on a rather heavy type of oil, as is my custom when the thermometer permits, and directly the chilly period supervened, plus, on this occasion, a very wet day, I noticed a certain engine roughness and lack of power, warning me that—in the language of the county—there was summat-up-er-summat.

What the said "summat" was eluded me until I had driven from cold some little distance, for there was no misfire, either intermittent or regular—a fact easy to be sure of in my car, which has a clearly audible exhaust note. The cause suddenly occurred to me, and I quickly got out, injected a considerable dose of Castrollo in at the windscreen wiper suction pipe nipple on the carburetter, and treated the petrol tank contents to about four times the recommended quantity. As I expected, normality was quickly restored, for what had happened was that the oil fling from very well-fitting big-ends was insufficient. Rather thick oil, which was sufficient during hot and dry weather, had become insufficient with the thermometer below 60 degrees and with a driving deluge of rain from flooded roads keeping the deep and exposed sump very cold. This is a point which many drivers overlook.

EVEN the best of the upper-cylinder lubricants are only in the nature of an assistance to the sump oiling, and, in the normal quantities recommended, cannot, of course, be regarded in any way as a substitute, hence the considerable overdose which I was obliged to use as a temporary measure until a thinner sump oil could be obtained. It served, however, to confirm the diagnosis and to impress upon me, as I hope it will on others, the dangers that lurk in the indiscriminate selection of lubricating oil.

I am not blaming the brand in question, for I always insist upon lubricants of unimpeachable marque; but it was too heavy for very close-fitting big-ends in cold weather. Neither do I suggest that the same oil, in similar circumstances, need necessarily prove too thick for other engines with greater big-end clearances.

I wonder how many motorists have unwittingly added months or, perhaps, years of wear to their engines by falling foul of similar circumstances and failing to recognize them? The wear, of course, will be considerable while these conditions obtain, and the greater clearances which quickly result will, in a measure, tend to restore normal lubrication, so the owner probably will be none the wiser as to the reason for the mysterious onset and gradual cure of the roughness, and, very likely, will never connect up the unduly rapid development of taps and noises with incorrect oil.

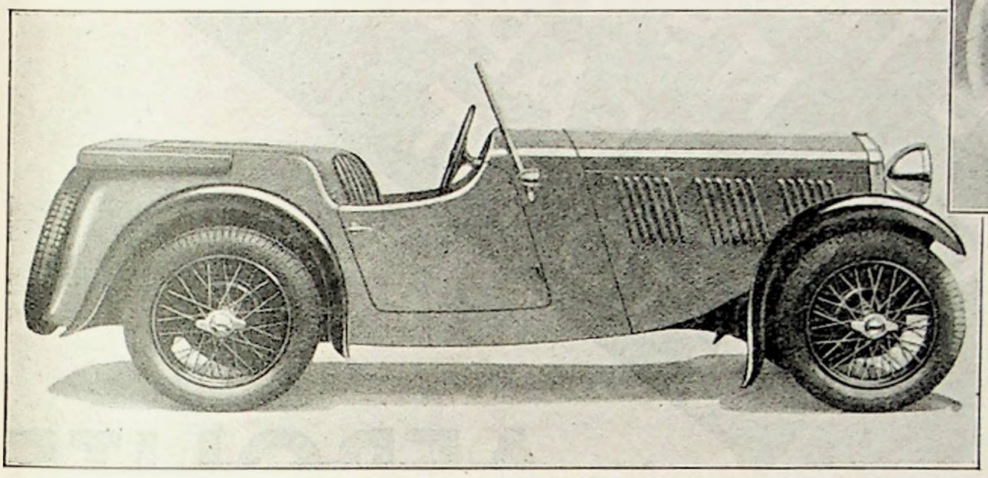
There is a growing tendency nowadays to go in for cheaper brands, which, on broad lines, I greatly deplore. If a man has the necessary knowledge and apparatus to ascertain the vital characteristics of unknown brands, by all means let him do so. But I have not, and I wonder how many amateurs are any better qualified than myself to take such risks. I do not say that there may not be good, if comparatively nameless, brands to be got, and no doubt there are; but in the matter of lubrication it is a very rash man who takes chances.

MOST people realize that poor oil is unlikely to reveal its shortcomings in a sudden and spectacular manner. The dangers are more subtle, as the case I have quoted will show. Here the viscosity curve did not agree with the big-end leakage value. Other engines can have quite different characteristics, into which will enter not only the leak value but the cooling capacity of the sump, the pump pressure, the general layout and freedom of the oiling system, the capacity of the rings to keep the oil down, and, of course, the combustion head temperature both general and local.

All of these demand certain characteristics of viscosity or flow value, resistance to flame, carbon formation, gumming, etc., and once a standard grade of oil has been found suitable and is recommended by the makers, it always involves a considerable risk to make indiscriminate experiments with unknown oils. Not because they are necessarily bad and likely to strand you with a wrecked engine far from home on a dark and stormy night, but because known brands of proved and unvarying characteristics have been found, by careful tests, to suit the engine, and the use of others possessing different qualities is asking for various insidious troubles, of which mine is merely an example.

Besides, what does one save by being miserly with oil, even if one is lucky and nothing untoward happens? Only a matter of shillings in the course of the year. And, as an offset, there always looms the uncomfortable possibility that undue wear is taking place, the rectification of which will probably cost quite as many pounds as one is saving shillings.

THESE 1933





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SMART ROOMY BODIES: With every possible refinement. Sliding roof, bumpers front and rear, chromium plating, special instrument panel, folding luggage grid, rear valance, attractive colour schemes.

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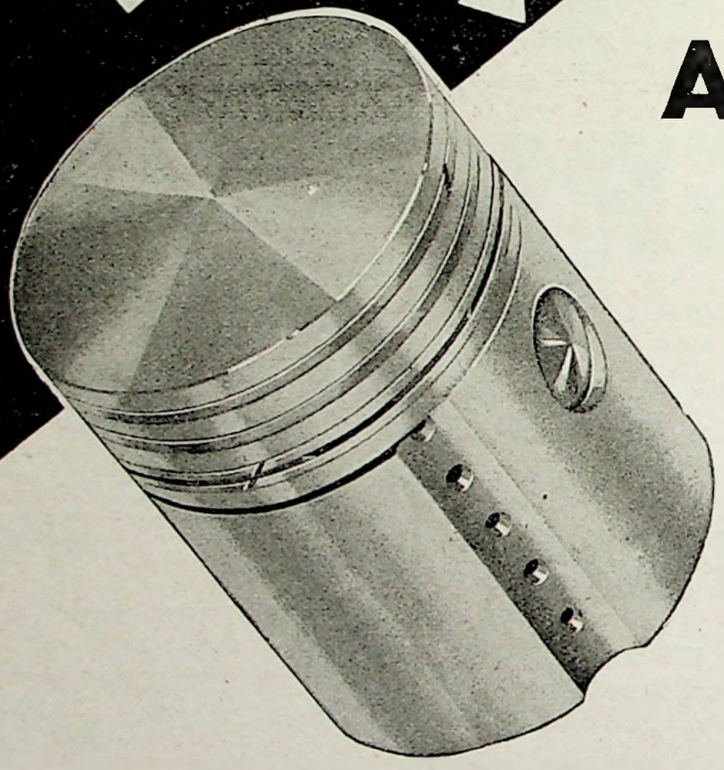

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Have your Garage fit AEROLITE PISTONS and you will find your consumption negligible — power and general performance improve out of all reason, and you will never know piston slap again.

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TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

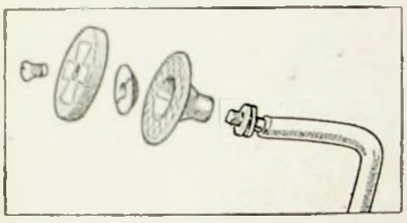
Other Readers' Ideas

THE choice of a sparking plug or 5s. is offered for every reader's hint published in this feature. No hint should exceed 200 words in length; if necessary a rough sketch should accompany it, and the sender must indicate whether, in the event of publication, he prefers 5s. or a sparking plug.

THERE is a guinea each month to be won for the best "Idea" published during the month. The winner's name and address, together with the title of the "Idea" and the date on which it was published, will be announced in the first issue of the next month.

Austin Seven Pedals.

RUBBER faces can be provided on the clutch and brake pedals of an Austin Seven by the use of small-size rubber heels. Each pedal head is dismantled by unscrewing the conical centre nut, and two steel washers are slipped over the screwed portion of pedal arm; the pedal pad and the nut are



then replaced. The two washers, acting as a distance piece, cause the nut to clamp the pad securely whilst leaving the face of the nut a few threads clear of the top of the shank.

The centre hole in the tin support of the rubber disc is enlarged as necessary and countersunk, so that a screw having a diameter and pitch equal to that of the pedal shank can engage with the threads left "vacant" in the nut. In this way the rubber heel is clamped firmly to the face of the pedal pad.

When Removing the Sump.

THE external surface of the sump usually becomes coated with a combination of oil and road grit, thus removal of the sump for internal cleaning is apt to be a somewhat messy business. If, however, the whole surface and all the bolt heads be sprayed liberally with paraffin oil a few hours before tackling the job, it will be found that the dirt can be removed quite easily and with a minimum of mess.

A sprayer of the type used for applying Atomist and similar compounds will be found effective in this connection.

Exhaust Silencing.

IN their efforts to obtain maximum performance from their cars, some amateurs remove the baffles from the silencer, and this very often results in the production of so much noise that there is risk of police attention.

If the baffles cannot easily be replaced, it is worth while trying the effect of inserting one or more bundles of steel wool pan scraper in the tail pipe, the idea being to start with one bundle and then to fit more should the noise not be reduced sufficiently.

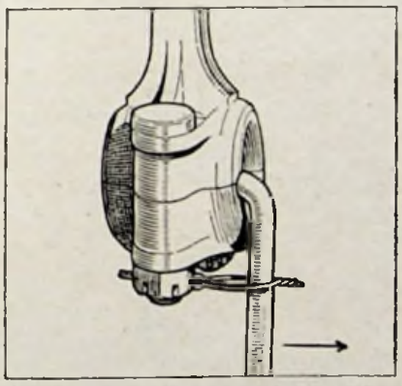
If a fish-tail be fitted, the pan scrapers will remain quite safely in place, but with an open pipe there is the risk of their being blown out, in which case the pipe should be drilled through each side and a wire or long split-pin passed through to act as a stop for the bundles.

After a few thousand miles' running, it is advisable to remove the steel wool by the use of a hooked wire, and either to clean it in paraffin or to fit new bundles

Withdrawing Split-pins.

IT is sometimes difficult, especially when working in a confined space, to withdraw a split-pin which is a tight fit in its hole. Provided, however, that access can be gained to the eye of the pin, withdrawal is easy by the following method:—

The bent portions of the pin are straightened in the ordinary way and



a piece of steel or iron wire threaded through the eye. The ends of the wire are twisted together so that a loop is formed. A lever, in the form of a steel rod bent over at one end, is then passed through the loop, so that the bent end presses on any rigid point adjacent to the pin. A pull on the lower end of the lever will then withdraw the pin.

In the accompanying sketch the device is shown in use on a big-end, where the pins, if properly fitted, are usually tight.

Holding Luggage Securely.

WHEN two or more suitcases are to be carried on the luggage grid it is a good plan to place a newspaper between each. This will prevent slipping and chafing, whilst at the same time calling for only a moderate tension on the straps.

Storing a Battery.

MOTORISTS who propose to lay up their cars for the winter (to-day is quarter day) should remember that special precautions must be taken with the battery, as any period of inactivity exceeding about six weeks is very harmful. If a wireless battery charger is available, quite an effective method of preserving the plates is to put the battery on charge for about 12 hours (assuming the charge rate is the usual ½ amp.) every three weeks, discharging the battery slightly between whiles by switching on the side lamps for an hour or so.

In the absence of these facilities, the best method of preserving the plates is to give the battery a thorough charge in order to bring them into good condition. The acid should then be emptied out and the battery refilled with distilled water, when it should be discharged for a few hours through a lamp bulb until the voltage has fallen by about 10 per cent. After this, the water should be emptied out, the battery allowed to drain and the terminals cleaned and given a coat of vaseline; the battery is then ready for storage.

Care of Soldering Irons.

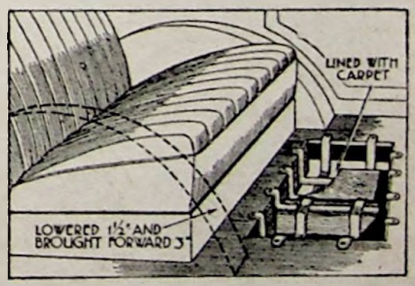
TO work effectively a soldering iron must be clean and well tinned. If the tip becomes burnt, owing to overheating, the bad metal should be filed away. The iron is then heated to proper soldering temperature—*never* red hot—and tinned carefully. A block of sal-ammoniac is very effective in cleaning the tip of the iron.

Rear Floor Wells.

ON some makes of light car the comfort of the rear passengers is enhanced by the provision of wells in the floor.

In the case of the early model 9 h.p. Rover a well 6 ins. deep and with a tunnel slightly to one side, to clear the torque arm, has been found very satisfactory. The well is steel framed and lined with three-ply wood covered with carpet, as shown in the sketch.

The two transverse supports are made from ⅜-in by ⅛-in. strip steel, whilst



lighter-gauge metal can be used for the three longitudinal supports. A 2-in. strip is used to carry the transverse strip and the tunnel.

With the well in position it will be found an advantage to lower the seat by reducing the depth of the ramp board by 1½ in. and moving the seat and board 3 ins. forward. The space left between the rear of the seat and the squab can be used for storing tools and so on. A strip of leather cloth secured to the rear of the seat can be used to cover the tools.

B31

Amongst the Great Hil

Midst the Sussex Downs Can be Foun
Flung Views and Gems of Rural
be Surpassed. Why Not Vis

The Great Hills of the South Country
They stand along the sea
And it's there walking in the high woods
That I could wish to be.

I never get between the pines
But I smell the Sussex air,
Nor I never come on a belt of sand
But my home is there.

Hilaire Belloc.



LS OF THE SOUTH COUNTRY

Old World Villages, Far
Scenery That Can Hardly
These Places?


STOPHAM BRIDGE


SEEN FROM GOODWOOD

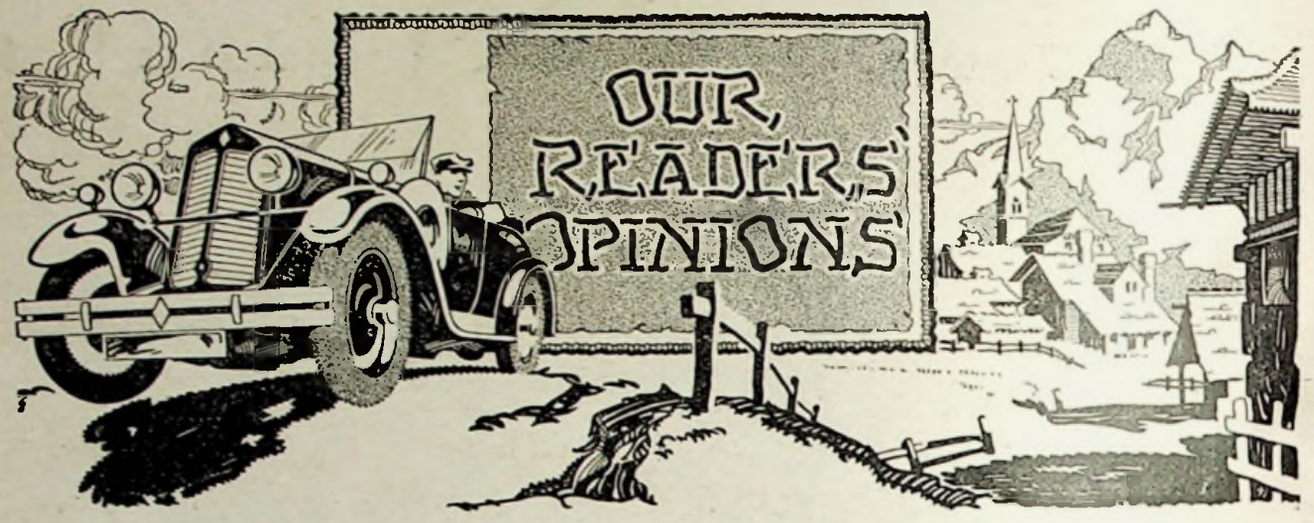

CHURCH STREET STEYNING


WOOD

GEMS OF THE GLORIOUS SOUTH.

Nestled shyly in the hills of Sussex, midst down and woodland, stands Midhurst, famous for its half timbered houses and inns. Nearby, too, is Cowdray Park with its extensive woods and heather commons; it shields the ruins of Cowdray House, burnt down towards the end of the eighteenth century. "Glorious Goodwood" is to the south and in the heart of a countryside famed for its far flung views. At Stopham lies one of the Arun's most beautiful bridges; it has seven arches and dates from 1309. Steyning, like Midhurst, knows nothing of the bustle of these modern times and retains its old world charm. But Sussex has more, and Arundel, Bury, Petworth, Pulborough and Clactonbury are places which should certainly be included in the itineraries of Southern tourists.

B33



We welcome letters for publication in these columns. No anonymous communications will be accepted, but writers may use a nom de plume. To ensure publication in the next issue letters should be addressed to the Editor, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1, and should reach us on Monday. Please write only on one side of the paper and leave a wide margin.

Improvements That Are Overdue

What Readers Think of 1933 Models

Rust-proofing Cars.

Why cannot we have rust-proof bodies as mentioned by a correspondent last week? There is more than one process by which steel body panels and wings can be made rust-proof, and I am told that the cost works out at only about £2 per car. I, for one, would willingly pay double this sum extra to end the continual battle with rust spots I am always waging.

Cost About £2.

M. Taylor.

Better Springing Wanted.

All the features which "Marmaduke" would like to see adopted on every light car—forward engines, hardened cylinder liners, zinc spring interleaving, rust-proof bodies, and the like—are real "winners," and it is certainly surprising that more makers have not adopted them, but I was surprised that "Marmaduke" did not mention better springing. Surely this is the point on which practically all light cars are far behind large cars.

Harshness or Instability?

I quite appreciate that the greater relative variation in load makes the problem more difficult in the case of light cars, but that is no reason for shirking it in the way most light-car makers are doing. At present, the average light car bounces and sways about at speed and generally feels rather unsafe if driven fast round corners, or else, if friction shock absorbers are fitted and screwed up tight, they hold the road and corner well, but are dreadfully harsh at low speeds.

Of course, there are exceptions—but not many, in my experience.

L.A.M.

Higher Second Gears——

Nowadays, makers seem to be settling the gearbox controversy by fitting four speeds. There is still something to be said, however, for the three-speed gearbox from an economic viewpoint. I wonder, therefore, why someone does not try a kind of twin-top three—a four-speed box without the second! Under normal conditions of main and secondary road use most modern three-speed cars are undergeared so soon as they change down to second.

——in Three-speed Boxes.

Your correspondent "Fourspeed" speaks of their "screaming out their hearts," presumably on middle gear. There is a lot of truth in that picture. Most decent cars, when a change down is necessary, need only a *small* reduction in 90 per cent. of the instances. How often is their middle gear only just low enough? Very rarely indeed, and for those few cases the bottom gear could well be used. It would be worth it to get the advantage of the higher second gear.

Such an arrangement would, I feel sure, result in faster averages, less "screaming" and revving and more comfortable runs.

Just notice, ye three-speed merchants, how often a higher second gear would do the job as well or better than your present ratio.

Emergency.

Not Lacking in Anything!

"Marmaduke" is right—up to a point. There are some things which manufacturers continue to ignore (like effective spring lubrication), but, on the other hand, forward engines, hydraulic brakes and so on are not to everybody's liking, and I, for one, would rather have a normal-looking car with normal-acting brakes. Can it be truthfully said that *design* for 1933 lacks anything at all? Already we are well on the way to having fluid flywheels, pre-selector gears, improved bodywork and a hundred other things that make a universal appeal. Pioneers set the fashion yearly, and sooner or later the rest of the manufacturers come into line.

One Man's Meat . . .

For the present I think we are going on very nicely, thank you. Compare the cars of ten years ago with those of to-day, "Marmaduke"; that is the best test of all.

Gaudeamus.

Hardened Cylinder Liners.

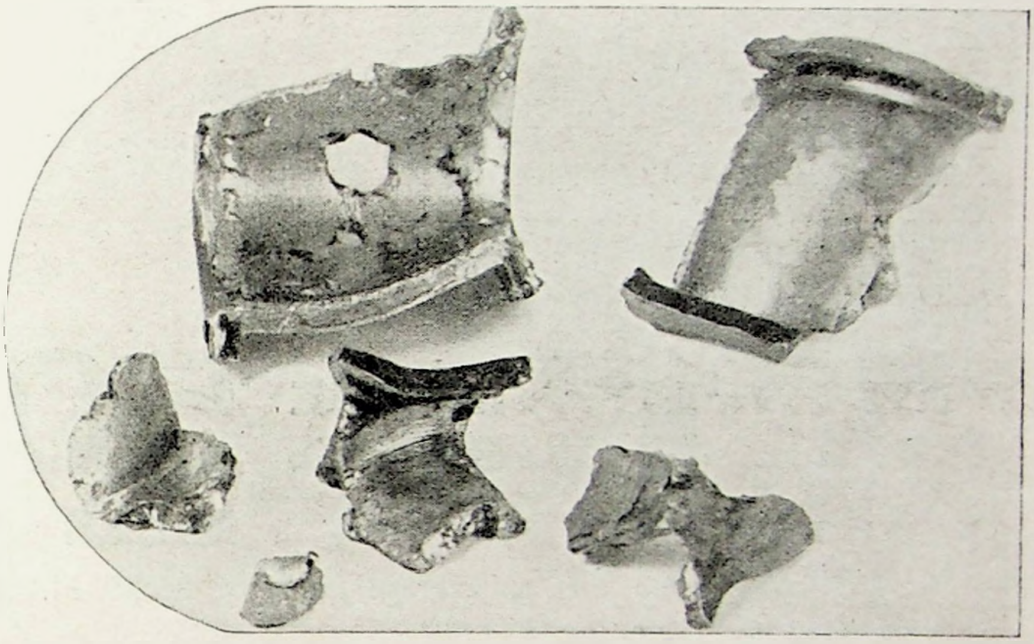
Your correspondent "Marmaduke" makes a lot of good points in his letter on overdue improvements, and I second his plea for hardened cylinder liners with particular fervour—having just written out a cheque for £15 14s. 6d. for having my car rebored. The Wolseley concern certainly deserves the thanks of every motorist for introducing this feature as standard, and the sooner every light-car maker does likewise the sooner shall we all be pleased.

Forward-engine Questions.

I cannot, however, entirely agree with "Marmaduke" on the matter of forward engines. I quite agree that the plan of placing the engine nearer the front makes a vast improvement in the passenger accommodation, but does it not mean that the damage done in the event of a collision is liable to be much more serious? Of course, if substantial bumpers are fitted, as in the case of the Wolseley, the case is different, but unless makers who adopt forward engines take this precaution I think my objection is a rather serious one.

P. P. Harris.

Now Mr. C. M. knows what happens when you use inferior oil





It's often difficult to detect the damage that inferior oil does—until it's too late. Here is one motorist who has found this out by bitter experience. Read his letter.

THE VACUUM OIL CO. 29/6/32.

Dear Sirs,

I have now been a user of your Mobiloil "BB" for the past 12½ years, and a few months ago I was pressed to buy a 5 gallon drum of oil costing 10/-.

I have often read your advts. in which you state cheap oil will give endless trouble, but I have often wondered if it was so.

The enclosed big end which ran out a day or so ago, strongly supports the truth of your advt., more so having regard to the fact that I had 9 pints in my sump at the time.

When I have completed the job, I shall certainly fill up again with my usual Mobiloil "BB."

Yours faithfully,
(signed) C. M.

This letter (the original of which can be seen at our Head Office at Caxton House, Westminster, S.W.1) was entirely unsolicited. The writer was not known to, and has no connection whatever with, the Vacuum Oil Co.

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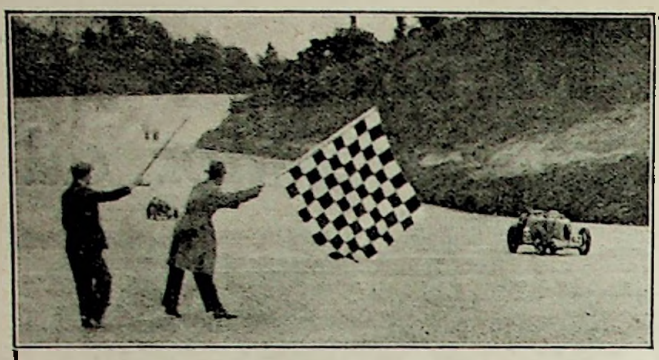

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OUR READERS' OPINIONS (contd.)

Are Cars Becoming Too Complicated?

Although one can sympathize with your correspondent, Mr. A. Manley, in the difficulties he seems to experience in carrying out repair jobs to his 1932 model, I suggest that the fault is not so much with the manufacturers for making the car too complicated, but with Mr. Manley himself for not keeping his knowledge up to date. M. Johnson.

Silencer Explosions After Engine Stops.

A few weeks ago Mr. Mantell set us the problem of finding the cause of the explosions which occur in the silencers of some engines at a definite interval after the engine is stopped.

The Phenomenon Explained.

I have devised an experiment which reproduces the phenomenon perfectly, and if my explanation is the correct one it immediately suggests a simple cure for the trouble. When an explosion occurs in the silencer we are quite safe in assuming (1) that combustible matter is being introduced into the silencer; and (2) some means are at hand for igniting it.

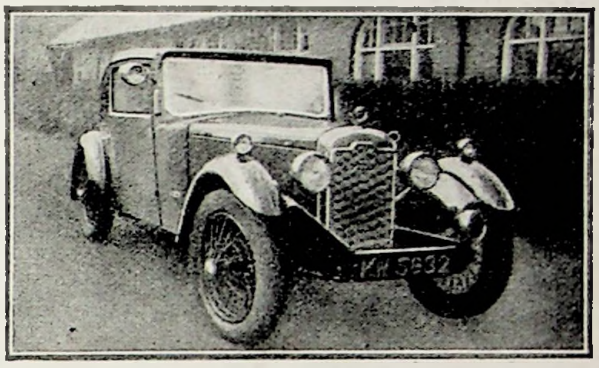
These conditions were obtained by filing a hole, about ⅛ in. in diameter, in the top and bottom of a small tin canister. Through the bottom hole a tube was introduced, making a loose fit, and connected to a supply of coal-gas.

After the gas had passed long enough to fill the canister it was ignited at the top hole and the supply regulated until a flame of suitable size was formed. The gas supply is now cut off. The flame continues for a few seconds, when the whole thing blows up with a quite respectable explosion.

The explanation is that the coal-gas in the canister can burn only in contact with the air outside, and after the supply is cut off the residue rises to the upper hole to keep the flame going and is replaced by air, which passes into the canister through the bottom hole with the loose-fitting pipe. After a few seconds the canister contains an explosive mixture of coal-gas and air, which is, of course, ignited by the flame at the top hole, and the explosion clears the matter up.

This seems to suggest that an engine which is supplied with an unduly rich mixture when it is ticking over passes a combustible mixture (or possibly a still burning mixture) into the silencer. I have seen flames a couple of yards long emerge from the exhaust pipe of a large aero-engine when its throttle has been closed on a carburetter set on the rich side. It is not, therefore, difficult to imagine conditions in the silencer similar to those in the canister when the flame is burning quietly. When the engine is stopped the tin canister conditions can easily come into operation if the exhaust pipe makes a comparatively loose fit into the silencer.

If this hypothesis is correct the trouble could be remedied by making an air-tight fit between the exhaust pipe and the silencer, or preferably by attending to the carburetter so that it does not provide too rich a mixture when the engine is ticking over. A. H. Stuart.



Would you recognize this as a 1929 10-25 h.p. Rover? Its owner, Mr. C. J. Tripney, of Northenden, near Manchester, has turned the chassis upside down to obtain lower build. The work was carried out in spare time and took about four months.

The Petrol Tax.

When will the Chancellor of the Exchequer see that, bit by bit, the petrol tax and, of course, the horse-power tax are defeating their own ends? The past two or three years have witnessed thousands of motorists changing over to smaller cars, and now that petrol has gone up, more and more will make a change. All that will happen in the end is that motorists, as a whole, will be paying no more tax, but will simply be driving about in smaller cars than they would otherwise run. M.H.

Defeating Its Own Ends.

Are Smaller Cars Practicable?

I have the greatest admiration for "Focus," and usually find myself in complete agreement with the views he expresses in "Rich Mixture," but for once I must break a lance with him over his obsession (shall I call it?) for smaller cars. When it comes down to brass tacks how much is this suggested 6 h.p. car going to save its owner in purchase price, insurance and running costs?

"Marmaduke" Thinks Not.

Purchase price must, of course, remain problematical, but, as I see it, there is a definite minimum below which a car cannot be sold, not because it cannot be produced for the money, but because it is not a commercial proposition from the agent's point of view. There simply is not enough money in it to allow him a sufficient commission to give any service at all, or make any sort of allowance in part-exchange deals.

That is one reason why I do not think that a 6 h.p. car would set the motor trade alight. If the price cannot be cut much below the present minimum, where are the buyers to come from? We all like as much as possible for our money, and if an 8 h.p. car can be bought for much the same price as one of 6 h.p., will the £2 less tax be sufficient inducement?

Surely the whole crux of the matter is selling price? Unless the difference in upkeep is going to be really noteworthy, who is going to buy a 6 h.p. car of cramped dimensions and meagre equipment, when he can get at much the same figure a vastly more comfortable and pleasing vehicle which will cost him only £2 a year more in tax.

Marmaduke.

The £6-tax Car.

I am glad that "Focus" is continuing to hammer away at manufacturers on the advantages of a £6-tax car. As I see it, what is wanted is a two-seater with accommodation for an occasional third passenger. A car with a body of this type should have quite a good performance and could be produced quite cheaply. Whoever makes a £6 tax car would do well to concentrate on a one-model programme, and not bother about saloons, coupés and so forth, because saloon bodies will not only call for larger and stronger chassis, but the mere fact of having to cater for three or four body types will in itself put up production costs.

A Two-three-seater Suggested.

It should be possible to make a sound two-three-seater for about £90, which would be comfortable, have quite a good performance, do at least 50 to a gallon of petrol, save its owner a pound or two every year on tax and be capable of being garaged in a very limited space. A. Smith.

Next Week

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OUR READERS' OPINIONS (contd.)

The Colnbrook By-pass.

"The World's Worst!"

As one who uses the London-to-Reading road continually, may I be permitted to correct a caption which recently appeared under a photograph of the Colnbrook by-pass, and referred to it as "another good example of modern highway engineering"? It is the world's worst! So much so, that I always use the said "very twisty section of the old Bath Road" which it is supposed to cut out. The old road through Colnbrook is smoother, safer and, consequently, quicker.

Care must, however, be exercised in Colnbrook itself, because, for some inexplicable reason, several motor-coach services are permitted to utilize a blind corner in a very narrow street as their stopping place. ALAN C. HESS.

Giving Way to Horse Traffic.

Pulling Up On Hills.

With reference to the last paragraph of Mr. Heelis's letter in your issue of September 16th, may I point out that it does not require much intelligence or imagination, even on the part of a modern motorist, to appreciate the fact that a horse pulling a laden dray up or across a steep hill is obviously entitled to the consideration of any decent motorist. This is not merely a question of sympathy for a laden horse (which I imagine your correspondent would regard as sloppy sentiment); if a modicum of common sense is applied it must be obvious that a car coming downhill can get away more easily after a stop than a horse pulling a dray against the camber.

If Mr. Heelis's car were in any sense under his control, where was the difficulty in pulling up? Presumably his brakes function. Or, if this is really a "very steep hill," he would be, or *should* be, in low gear if he does not trust his brakes to act in an emergency? I take it from his letter that there is a cross-road on this steep hill? Your correspondent cannot be heavily gifted with that elusive but necessary quality known as road-sense if the position of the cross-road did not instinctively prepare him for the possible appearance of a dray or another careless motorist with or without warning.

Any capable driver in such a position would have his car in such control that he could pull up without fuss or trouble; this is not an excerpt from a text book for young drivers, but merely again a little common sense.

I hesitate to suggest that Mr. Heelis's grievance is due to the fact that he was driving the family "Baby Six" well overloaded just a leetle bit too fast down this very steep hill, and that his dignity—and, I suspect, his tyres—suffered outrage at being pulled up for a horse. What a mentality! ANOTHER OF THESE LADY DRIVERS.

CONDENSED CORRESPONDENCE.

Mr. R. Lawrence (Godalming) wishes to thank the car owner who gave him a lift from Milford Road to the King George V Sanatorium, Godalming, on Saturday, September 10th. Mr. Lawrence believes the car to have been an Austin Seven, with the registration number PV2557, and would like to get into touch with the owner. A letter addressed to Mr. Lawrence, care of this journal, will be forwarded.

READERS' WANTS.

RILEY.—An instruction book for the 1927 12 h.p. model.—H. F. Newbold, 12, Moore Road, Mapperley, Nottingham.

AUSTIN SEVEN.—Readers' experiences of, and an instruction book for, the 1929 Swallow sports model.—R. W. Smith, Hillside, Lower Stoke, Rochester, Kent.

Questions Asked and Answered

Queries of general interest will be answered under this heading, but a stamped addressed envelope must be enclosed for a reply by post.

Polishing Lamp Reflectors.—O.M.B. (Twickenham).—Never use metal polish for cleaning lamp reflectors. Generally speaking, it is best to leave them alone entirely, but if they become distinctly yellowish they may be polished with fine rouge and a soft chamois leather.

Water in Sump.—G.W. (Harrow).—It does not necessarily follow that your cylinder block is cracked if you find water in your engine sump, as a defective cylinder head gasket will allow water to find its way into the combustion chambers and then past the piston rings into the sump.

Loose Windscreen Glasses.—C.O. (Maidenhead).—You may be able to cure the rattle which occurs owing to the glass in your windscreen being a loose fit in the frame by forcing in strips of rubber or fibre packing; if this is not satisfactory, your only course will be to remount the glass in the frame, using new rubber channelling. This job, incidentally, is a distinctly tricky one and we advise you to leave it to a coachbuilder.

Purpose of Cut-out.—P.P. (Hendon).—The cut-out in the electrical system of your car can be likened to a non-return valve; so long as the dynamo is generating an appreciable amount of current, the contacts (or "points") of the cut-out are held together and the current can flow to the battery, but so soon as the charge falls below a pre-determined minimum the points separate and thus virtually disconnect the dynamo. The idea, of course, is to prevent the battery becoming exhausted by the current flowing back from it to the dynamo when the latter is not running fast enough to generate any current. The actual principle on which the cut-out works is very simple, the points being held apart by a spring but provided with an electro magnet which, when energized by current from the dynamo, draws them together.

Soldering Tempered Steel.—G.Y. (Launceston).—Provided that you take care not to use undue heat, there should be no risk of softening tempered steel when soldering, because the tempering heat is usually well above 400 degrees F., whereas soft solder melts at about 330 degrees F.

Tyre Wear.—R.D. (Coventry).—You should certainly have obtained more than 6,000 miles' wear out of the new covers which you fitted to the rear wheels of your car, especially as it is not a sports model capable of fierce acceleration. Check up the alignment of the rear axle and also examine the U bolts holding the springs, to make sure that they have not become loose, so allowing the axle to move.

Decarbonizing.—H.J. (Mold).—Although, as you say, it is not possible to remove carbon from the undersides of the pistons of your engine without removing the sump and disconnecting the big-ends, you need not worry at neglecting this point; it is not usually considered necessary to do the job every time the engine is decarbonized. Generally speaking, in fact, it is quite safe to neglect the accumulation of carbon at this point for long periods.

Width of Trailer.—D.I. (Greenwich, S.E.).—It is quite in order for you to tow a trailer that is wider than your car, provided that the trailer does not exceed the maximum width limit of 7 ft. 2 ins. We suggest, however, that it is not advisable to draw a trailer more than a few inches wider than the towing car, partly because it inevitably increases driving difficulties and partly because such a trailer is likely to be heavier than the car is capable of towing comfortably.

Erratic Cornering.—B.E. (Watford).—In view of the fact that you have checked up the steering box and the various ball joints in your steering gear for play and found no excessive movement present, it is probable that the slightly erratic behaviour of your car on the road is caused either by worn king-pins or insufficient castor action. The cure for the former is, of course, renewal of the bushes or pins, whilst the latter fault may be caused either through the springs settling or through the axle having at some time been strained, so upsetting the relative angles of the king-pins.

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GULLIVER 1[illegible]

TELEGRAMS:
MOTOCOD, KENT[illegible]
LONDON.

IN REPLY PLEASE QUOTE

OUR REF.	PP/MP.
YOUR REF.	

Messrs. C. C. WAKEFIELD & CO. LTD.,
Wakefield House, Cheapside, London, E.C.2.

September 10, 1932

Dear Sirs,

It has recently become increasingly obvious to us that the question of lubrication in general demands more attention with the modern engine and its increased power than ever before.

In particular, we had to devote ourselves to obtaining careful and definite data in regard to what is now commonly known as "upper cylinder lubrication." We think you will be interested by the details of the tests we have carried out which are as follows:—

Test No. 1. It was found that the running-in speed of one of our Vans after engine overhaul could be increased by 8 m.p.h. with perfect safety when using "CASTROLLO."

Test No. 2 was carried out on a 12 h.p. Sports Car equipped with a type of piston which is fitted to .003". It has been found to show a marked improvement in performance and wear if this clearance were cut down to .0025", but the risk of seizure was more than proportionately increased. Using "CASTROLLO" we found that not only could this be done, but the risk of seizure was less than at the greater clearance.

Test No. 3 was carried out on a small Sports Car with a dry piston. "CASTROLLO" was added and the dry piston showed normal in 42 seconds with the engine running at 500 R.P.M.

In each case, the engine was considerably more smooth. There was no more exhaust smoke than usual, and in one test where the cylinder head was removed the valve stems and cylinder walls were found to be sufficiently lubricated, whereas previous to using "CASTROLLO" the valves had at times been absolutely dry.

In conclusion, if the price of petrol were increased a halfpenny a gallon most motorists would carry on, but if by virtue of the same expenditure they added the necessary proportion of "CASTROLLO," they would certainly obtain inestimable benefits.

Yours faithfully,
for HENLYS LTD.

P. W. Bowler.

Works Manager.

TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

SPORTS JOTTINGS

By

"THE BLOWER"

AS I mentioned in these notes early in August, the regulations for the 12th Monte Carlo Rally state that all cars, whether of small or large capacity, must keep up the same average speed throughout—i.e., 40 kiloms. per hour (24.8 m.p.h.). There will again be two classes in the Rally—up to and over 1,500 c.c.; not 1,100 c.c., as in the past—a point which will be highly appreciated by owners of 1,500 c.c. cars, who have been forced to compete with things like the supercharged Mercedes and other large-engined Continental products.

All the routes will be allotted given marks next year, which depend not so much upon the actual distance covered as upon the difficulty of the routes concerned (sensible!); thus, the highest number of marks which can be gained in this respect are the 1,000 allotted to the Athens starters. The John o' Groat's contingent will be allotted 820 marks, and the route runs via Aberdeen, Glasgow, Harrogate, London, Boulogne, Le Mans, Nantes, Bordeaux and Toulouse to Monte Carlo, from which it will be gathered that John o' Groat's starters stand a sporting chance of victory if bad weather and bad roads sufficiently delay starters from far-off parts.

* * *

For your interest and information I give herewith the marks of all the routes:—

John o' Groat's, 820; Aberdeen, 777; Glasgow, 754; Harrogate, 721; London, 688; Gibraltar, 730; Stavanger, 880; Umea, 880; Tallinn, 950; Bucharest, 920; Athens, 1,000; Palermo, 718; Valencia, 800.

An important alteration introduced for next year is that the set average speed must be maintained *between each control*, and that if a competitor is late at an intermediate control he must run to his new schedule for the rest of the Rally and not attempt to make up the time already lost, for which, of course, he will be penalized.

A driver taking more than the allotted time to cover any one stage will lose one mark per minute, or fraction thereof, late, and the same penalty will be imposed if he makes up any time during the rest of the Rally! Suitable time allowances will be granted for sea crossings, and there will be the usual time allowances for the usual delays at frontiers.

* * *

On the arrival at Monte Carlo (where the cars are due on Wednesday, January 25, at 10 a.m.) there will be a final test in the shape of a combined acceleration and brake test over a distance of 100 metres. January 26 will be a day of much-needed rest; on January 27 there will be a competition, on the Casino Terraces, for the most comfortable car; on January 28 there will be the Mont des Mules hill-climb, which is optional and limited to Rally competitors; and on Sunday, January 29, there will be a grand parade of



The (big) end of a perfect day.

cars and the distribution of prizes, followed in the evening by the usual banquet given in honour of the competitors by the International Sporting Club.

* * *

AMERICA is determined that racing, to improve the breed, shall be no empty aphorism in the 500 Miles Race at Indianapolis next year. The rules of this race are altered from year to year so that some direct result is reflected in contemporary automobile design, and of late years the tendency has been to develop what is described in that country as the semi-stock car, as distinct from the highly specialized 1½ and 2-litre racing cars of four or five years ago, when the remarkable Miller and the Duesenberg machines were in their heyday.

* * *

The rules for the 1933 event have already been brought up for discussion, and the main feature of argument appears to be a reduction of the minimum weight required of the racing cars to 7 lb. per cubic in. of piston displacement (per 16.4 c.c.) and an increase of the final minimum weight to 17½ cwt.

Another important alteration is the suggested increase of the qualifying speed which all entries must officially maintain to 100 m.p.h. for 25 miles—which would rather reduce the field in the B.R.D.C. 500 Miles Race! It is also suggested that fuel tanks should be limited to a maximum capacity of 15 gallons, a move which would have several effects, so far as I can see—(a or 1) pit stops would be increased to at least three, whereas at present cars quite commonly stop only once in this race; and (b or 2) there should be a considerable difference in the handling of a car with 15 gallons of fuel aboard, as compared with one carrying a huge tank holding 30 or 40 gallons. Another departure will be the provision of an electric starting motor, which has been barred in this race heretofore.

It has been found in other Indianapolis races that several drivers have had difficulty in holding their cars in a skid, owing to restricted steering lock, and for 1933 cars will be obliged to have a steering lock of at least 20 degrees. A further safety precaution is the obligatory provision of a fireproof bulkhead of $\frac{1}{16}$-in. aluminium sheeting or $\frac{1}{16}$-in. steel.

* * *

THE R.A.C. announce that they will hold, next year, a caravan rally on the lines of the highly successful event organized at Minehead recently by *The Autocar*, which will be good news to those who had a phenomenal time tearing about England recently with caravans firmly attached to the backs of their cars. This event will be in addition, of course, to the R.A.C. Rally which will take place early in the spring.

* * *

AN interesting sidelight on the Brighton Speed Trials—which seem to have given rise to hoarse screams of protest by certain denizens of that watering place (*"How dare they close our promenade . . ." "Steps should be taken . . ." "Something done about it . . ." "B'gad, sir!"*)—is cast by *The Sussex Daily News*. It will interest those gloomies who declare that the public are uninterested in motor racing to learn that in the speed-judging competition held among the spectators—in which they wrote on a page of the programme the estimated highest speed of the day and handed it in—one in every three results submitted was from a visitor and not from a Brightonian.

* * *

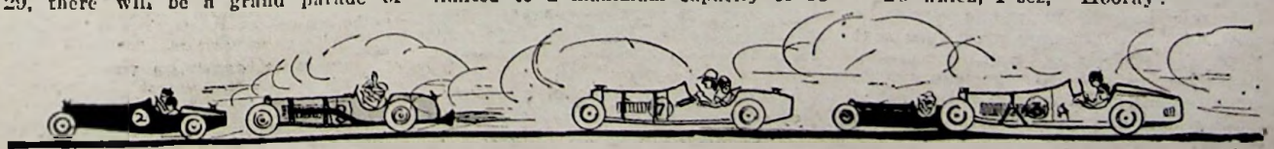
This indicates that something like a third of the huge concourse came from afar to see the racers, which also indicates interest in racing. The attempts also showed that many of these good people hailed from Birmingham and the Midlands.

The journal also says that the publicity gained for Brighton by the trials was of incalculable value, and "could certainly never have been purchased. The town received one of the biggest boosts in history."

"And," it continues, "these reflections turn one's mind towards next year, and, in fact, to the time when the Brighton Speed Trials will shine as a red-letter day in the sporting calendar."

* * *

To which, I sez, "Hooray!"



SPORTS JOTTINGS (Contd.)

SOCIAL note. Among the interested spectators at the Brighton Speed Trials was the American Ambassador, Mr. Mellon, who spectated for nearly two hours. I do not know what he was wearing.

* * *

FUNNY story. The young lady in the red jumper who was so plaintively apostrophized via the loud-speakers to get off the course turned out after investigation to be a white barrel surmounted by a red flag. Oh, dear! Oh dear!



A Brighton fashion note: "the young lady in the red jumper."

IT appears that owing to an error in the entry form for these same Brighton Speed Trials, Derrington's Salmson run should have counted for Class 1B instead of Class 1C. Mr. C. L. Clayton informs me that the result puts Derrington into second place in Class 1B (speed 50.85 m.p.h., time 35 2-5th secs.), so that R. C. Porter becomes third in this category.

* * *

"QUOTH the raven . . ." At a private party in Italy after the recent Monza Grand Prix, Chiron, Caracciola, Earl Howe and Count Lurani all came to the same conclusion—that, having driven in the Monte Carlo Rally once, they would never do it again!



At the "500": three drivers waiting their turn—Sir Malcolm Campbell, Dr. J. D. Benjafield and George Duller, the well-known jockey.

MY continental racing friend, Blata Blanta, tells me that there is considerable interest in racing circles in the Douglas round-the-houses race next year. This form of race seems particularly suitable to the continental temperament, and, far from being looked on as a sort of rag, is a deadly serious matter.

CLUB ITEMS AND SPORTING EVENTS

THE "BUXTON-TO-BUXTON" RESULTS.

The following are the results of the Buxton-to-Buxton Trial held by The Light Car Club on September 18th:—

Purse of £5 5s. (for best performance in the Trial).—R. M. Mere (M.G. Magna).

First-class Awards.—W. H. Atkins (Morgan), J. R. H. Baker (M.G. Magna), W. J. B. Richardson (Singer Nine), C. V. Wells (Riley Nine), E. A. Dicks (Riley Nine), H. B. Prestwich (M.G. Magna), H. J. Ripley (Riley Nine), R. M. Avery (M.G. Midget), L. Levy (M.G. Midget), G. G. C. Knight (Austin Seven), H. J. Manzoni (Salmson), J. A. Bastock (M.G. Midget), R. M. Mere (M.G. Magna), W. E. Holland (Lea-Francis), L. A. Parnell (Austin Seven).

Second-class Awards.—H. Laird (Morgan), F. S. Hutchens (E.W. Wolseley Hornet), W. E. C. Greenleaf (Riley Nine), P. Lees (Frazer-Nash), E. J. Erith (Wolseley Hornet), Miss P. D. Goodban (Wolseley Hornet), S. S. Randall (Austin Seven), F. A. Thatcher (Triumph Nine), A. Langley (M.G. Midget), J. B. Carver (M.G. Midget), T. A. W. Thorpe (M.G. Midget).

Souvenirs.—G. E. Taylor (M.G. Midget), J. Tatton Ridd (Wolseley Hornet), A. T. Gamble (Riley Nine), A. W. Lilley (Morris Minor).

Premier Team Award.—Sunbac Team No. 2: H. M. Avery (M.G. Midget), H. J. Manzoni (Salmson), and J. A. Bastock (M.G. Midget).

Club Team Award.—Light Car Club team No. 3: H. B. Prestwich (M.G. Magna), S. S. Randall (Austin Seven), A. W. Lilley (Morris Minor).

THE brothers Conan Doyle, it is said, are to make an entry into serious racing next year. The brothers (sons of the late Sir Arthur Conan-Doyle) are the fortunate possessors of a veritable stud of cars, including, to my knowledge, two 38-250 Mercedes, "Chitty-bang-bang," and "The Slug"—a 1½-litre blown Frazer-Nash with plenty of speed potentialities.

* * *

BY the way, the "Exeter" dates have been altered. Seeing that Christmas cannot help falling when it does, the M.C.C. feel that a departure from tradition seems indicated. Therefore, the trial will start on Friday, December 30th, and finish next day.

Further departure from said tradition—the route will include Fingle Bridge. Pardon my mirth.

* * *

DID you know that the first Grand Prix was held by the Automobile Club of France on the Le Mans circuit—a two-day race over 783 miles, won by Szisz in a Renault?

The event was held in place of the Gordon-Bennett Races, which had been annual events since 1900.



With H. N. Edwards, secretary of the B.R.D.C.—Sir Arthur Stanley, one of the judges.

FORTHCOMING EVENTS.

October 1st.

Brighton and Hove M.C. Night Map-reading Run.
J.C.C. (S. Western Centre). Lynton Trial.

October 2nd.

C.S.M.A. South London Social Run.
London Ladies' M.C. Autumn Trial.
Leicester and D. M.C. Run to Holloway Hill

October 4th.

Leicester and D. M.C. First Winter Dance.

October 7th-8th.

W.A.S.A. Women's London-Exeter Trial.

October 8th.

W. Kent M.C. Dussek Trial.
Public Schools M.C. Brooklands Meeting.

October 15th.

M.C.C. Sporting One-day Trial

"SUNBAC."

The Evening Trial of the Sutton Coldfield and N. Birmingham A.C. was successfully held on Wednesday, September 21st, with 29 starters. Only two cars failed to complete the course, which finished at Belbroughton. The results were worked out on the spot and towards midnight the principal awards were presented by the president, Mr. J. G. Orford.

The following are the results:—

Junior Tankard (for best performance by a car up to 1,100 c.c.): R. C. Player (Riley).

Senior Tankard (over 1,100 c.c.): F. S. Barnes (M.G.).

Senior Ashtrays: R. Baker (M.G.), E. R. Oliver (Clyno), J. H. Summerfield (M.G.).

Junior Ashtrays: S. F. Ryland (Morris), H. J. Manzoni (Salmson), J. A. Bastock (M.G.), G. G. C. Knight (Austin).

Team Award: Captains team—F. S. Barnes, R. Baker and A. Langley.

LEICESTER AND D. M.C.

The following fixtures appear in the list for the next few weeks: October 2nd, run to Holloway Hill and Foxton; October 4th, first dance; October 9th, Roadman Trial; October 14th, supper and social evening; November 1st, second dance.

Hon. secretary, Mr. C. A. Coppack, 5, Albert Road, Stoneygate, Leicester.

SPORTING OWNER-DRIVERS' CLUB.

Over 200 members and friends attended the gymkhana held in the grounds of Holme Park, Sonning, on Saturday, September 17th. A very full programme was held, including an interesting General Efficiency race, in which competitors were required to cover two laps of a triangular course, change a wheel, drive two more laps, change a plug and complete two further laps.

The prizes were presented after the meeting at about 7 p.m. by Mrs. W. J. Fryer, whose husband had kindly lent his grounds for the occasion.

The results were as follow:—**General Efficiency Race:** 1, L. L. Hanks (Marendaz Special); 2, H. Sharp (Morris-Cowley). **Balloon Bursting Race:** 1, J. C. Thorowgood (M.G. Midget); 2, N. H. Weddle (Salmson). **Potato Race:** 1, Cecil Kimber (M.G. Magna); 2, Miss Bartley (M.G. Midget). **Parking Between Hurdles:** 1, G. Payne (M.G. Midget); 2, J. C. Thorowgood (M.G. Midget). **Tape Race:** 1, J. E. Hewens (M.G. Six) and N. H. Weddle (Salmson); 2, J. R. Niemeyer (Hillman Wizard) and N. Sardner (Wolseley Hornet). **Tortoise Race in Top Gear:** 1, W. J. Fryer (Austin Twelve-Six); 2, W. E. Watkinson (M.G. Magna).

The hon. secretary of the club is Mr. J. C. Thorowgood, The Wood, Crowthorne, Berks.

N.W. LONDON M.C.

A treasure hunt will be held on Sunday, October 23rd, starting and finishing in the north of London. Further details will be available in due course.

The club has been invited to take part in the Dussek Cup Trial of the W. Kent M.C. on October 8th.

W. KENT M.C.

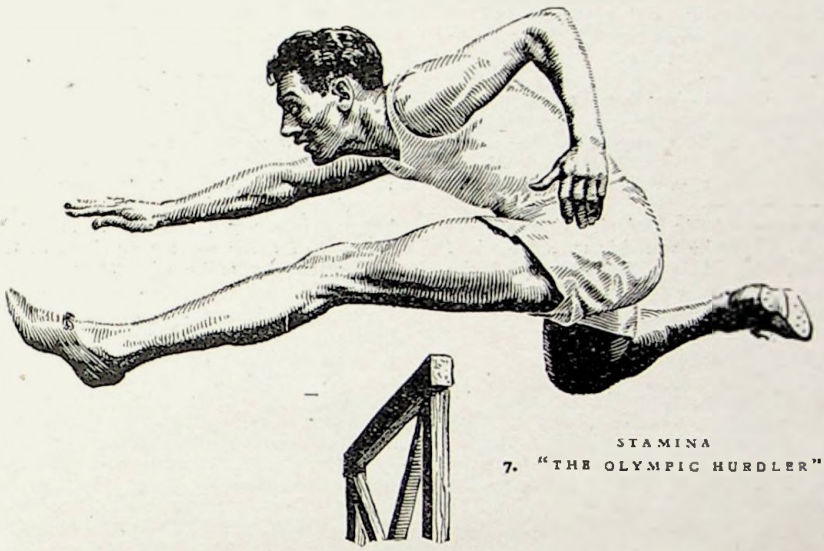
This year the Dussek Cup Trial will be held on Saturday, October 8th, starting from Wrotham Hill cross-roads on the main Folkestone road at 3 p.m. The course will be about 25 miles in length and will not be of a destructive or "frame-breaking" variety. In addition to the stop-and-restart test, there will be another test which is described as "something entirely new."

M.C.C. SPORTING TRIAL.

Members are reminded that extra tickets for the dinner and dance which follows the Sporting Trial on October 15, cost 7s. 6d. each, and can be obtained from Mr. J. F. Crundall, 129, Alexandra Park Road, London, N.22.

S T A M I N A

Super-endurance — the quality that protects your engine longest



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7. "THE OLYMPIC HURDLER"

THE EXTRAORDINARY STAMINA OF PRATTS MOTOR OIL PROTECTS EVEN HARD-DRIVEN ENGINES, LONG AFTER ORDINARY OILS WOULD HAVE BROKEN DOWN. PRODUCED BY THE BLENDERS OF THE WORLD'S FASTEST PETROLS — THE COMPANY OWNING THE WORLD'S RICHEST OILFIELDS.

PRATTS MOTOR OIL

Officially approved by the manufacturers of over 80% of the cars on the road

AUSTIN 7 h.p. - M.H.	MORRIS MINOR - M.H.		M.G. - - - - M.H.	VAUXHALL CADET L.
AUSTIN NEW 10 - H.	MORRIS COWLEY - M.H.	Pratts MOTOR OIL SEALED	FRAZER NASH - H.	VAUXHALL T.80 - M.
AUSTIN(12,16&20h.p.) H.	MORRIS OXFORD - M.H.		BUICK- - - - M.H.	LANCHESTER - - M.H.
A.C. - - - - H.	MORRIS ISIS - - M.H.		CADILLAC - - M.H.	ASTON MARTIN - M.H.

M.H. means Medium Heavy. L. Light; M. Medium; H. Heavy.

SOLD ONLY SEALED

The correct grade for your engine is displayed in Pratts Motor Oil Cabinets at thirty thousand garages

AROUND THE TRADE

The area headquarters in Northern Ireland of the **Automobile Association** have been transferred from Wellington Place to Fanum House, 5, Oxford Street, Belfast.

—o-o—

H. Taylor and Co., Ltd., 135-137, London Road, Kingston-on-Thames, Surrey, inform us that they have been appointed distributors for Triumph cars for Kingston and district. A comprehensive range of models is open to inspection at their showrooms.

—o-o—

"Just One More Chance" is the title of a folder just issued by **South London Motors, Ltd.**, 516-522, Streatham High Road, London, S.W.16, setting out attractive offers in connection with 1932 Rover and Singer cars at prices considerably below the normal 1932 list price.

—o-o—

An interesting series of meetings has been organized by the West Lancashire and Cheshire Division of the **Institute of the Motor Trade** for the 1932-33 session. The local secretary, Mr. S. W. Phillpott, F.I.M.T., 1, Oakdale Road, Mossley Hill, Liverpool, will be pleased to supply details.

—o-o—

Following the recent success of Sir Malcolm Campbell at the Brighton Speed Trials, where he won his match against John Cobb, **Armstrong Siddeley Motors, Ltd.**, received the following telegram from Sir Malcolm. "The success achieved by my Sunbeam on Saturday at the Brighton speed trials was due in no small measure to the efficiency of the Armstrong Siddeley self-changing gearbox."

—o-o—

Recent successes achieved by users of **Dunlop** tyres include the taking of first, second and third places in both the Senior and Junior sections of the Irish Motor Racing Club's recent meeting in Phœnix Park, Dublin, whilst at the autumn meeting of the B.A.R.C. at Brooklands Dunlop tyres were used by the winners of all eight events and by seven competitors who took second places.

Those of our readers who are interested in motorcycles as well as cars should write to the **Technical Advisory Bureau, Price's**, Battersea, London, S.W.11, for a copy of their latest booklet entitled "Oil and the Motorcycle," which gives much useful information on motorcycle oiling systems.

—o-o—

At the 5th Plenary Meeting of the International Conference of Benzole Producers, which was recently held in Brussels, Sir David Milne-Watson, President of the **National Benzole Association**, was elected President of the International Conference of Benzole Producers in succession to M. H. Laurain.

—o-o—

A recent communication from **The Johnson Engineering Co.**, 86, Great Portland Street, London, W.1, states that, following the securing of large Government and other contracts which have necessitated a complete reorganization of their works, they have been able to reduce their flat rate of charge for magneto repairs from 25s. to 21s., with corresponding reductions for dynamo and starter repairs.

—o-o—

With the advent of autumn, the **Exide** concern draws attention to the extremely efficient battery repair service which is available at all Exide service stations. Under this scheme new plates are kept in stock in a fully charged condition, so that they are ready for immediate fitting, and it is possible, in fact, to have new plates fitted in the amazingly short time of two hours, at the end of which the battery is ready for service. It should be noted that there are 600 of these service stations in the country, and all can deal with any make of battery.

—o-o—

At a gathering of dealers on the second day of the Miniature Olympia Show which the **B.S.A. Co.** has been holding at its Small Heath works, the opinion was freely expressed (writes our Midlands representative) that the new 10 h.p. B.S.A. with Daimler fluid flywheel and self-changing gear will greatly increase the company's output of cars during the coming year. Commander Godfrey Herbert, D.S.O., managing director of B.S.A. Cycles, Ltd., and sales director of the Daimler Co., Ltd., referred to the satisfactory share of the motorcycle and three-wheeler trade which the B.S.A. Co. has enjoyed.

Start early . . . with the pale sunlight streaming down through the rising heat-haze . . . take the road outwards . . . to the country, the hills and the sea . . . See for yourselves the beauty spots you read so much about. . . . Start a treasure hunt this Sunday . . . discover for yourselves the charm of half-forgotten roadways — sleepy villages, golden Cotswolds, and the grey grandeur of the mountain ranges . . . every week-end. See Britain first . . . the best way . . . the way you can afford . . . Morganing!! . . . Just as far as you care to go—at the speed you want to go . . . in comfort . . . with economy . . . Morgan Family!!!

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3-SPEED & REVERSE
SINGLE CHAIN
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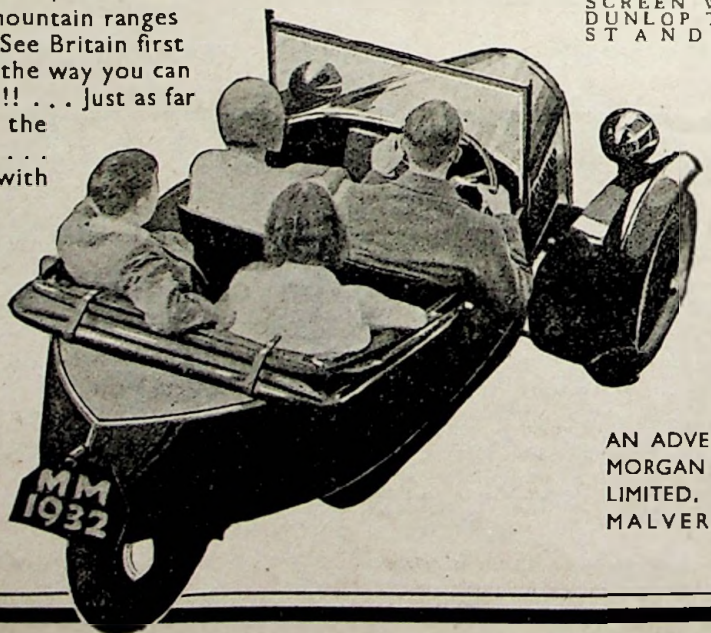

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WATER COOLED ENGINE £100

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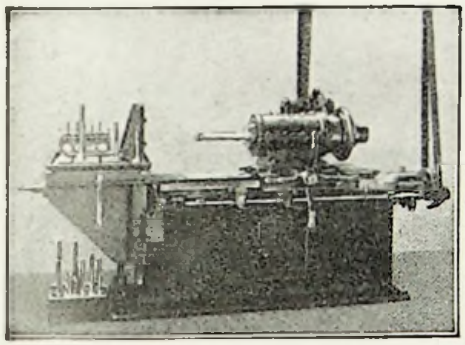
MALVERN LINK WORC.

WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.

SUPERIOR SERVICE FOR AUSTIN SEVENS

The name HEMMINGS is synonymous with high-class products and workmanship and rock bottom prices. Save time and money by doing your own repairs.
IMPORTANT.—Your satisfaction is guaranteed or money is refunded without question or quibble—could anything be fairer? EVERY ARTICLE ADVERTISED BRAND NEW.



The precision cylinder grinder illustrated above is only one of a battery of similar machines giving our superior express service.

CYLINDER REGRINDING
including Starlite alloy pistons, complete with rings and gudgeon pins.
Austin Seven 55/- Morris Minor 60/- M.G. Midget 60/-
"Hepolite" Y alloy pistons which are to British Air Board specifications can be supplied for 17/6 extra.
Signed guarantee with every job.



CONNECTING RODS Complete 12/6



TYRES. Special clearance, brand new, well-known makes. Forestall the skid bogey during the winter months by equipping your car with new non-skid tyres at the following reduced prices.
26 x 3.50 12/6 ea. 27 x 4.40 17/6 ea.
27 x 4.00 14/6 ea. 27 x 4.50 18/6 ea.
Carriage 1/3

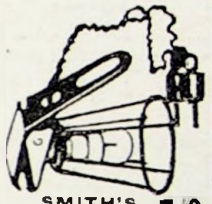
BATTERIES. High-class batteries by one of England's largest manufacturers. For lighting and starting.
6 volt. 40/43 amp. 14/9
6 volt. 60 amp. 19/6
Carriage 2/6





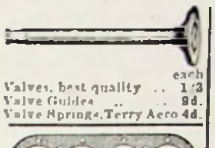
WHEELS Enamelled black 17/6 each Carriage 2/- Wheel Braces 2/9 Postage 9d.



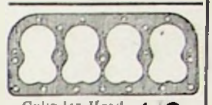


SMITH'S "Baby Gripper" INSPECTION LAMP 5/6
INSPECTION LAMP. Complete with flex and two-pin plug. Will clip anywhere. A real boon for car repair or wheel changing after dark. 6 or 12 volt. Postage paid.

JACKS. Complete with handle, substantially made, 4/8. Carriage 1/-



Valves, best quality .. 1/3 each
Valve Guides .. .. 9d.
Valve Springs, Terry Aero 4d.



Cylinder Head Gaskets, each 1/6



Alloy die-cast pistons complete with rings and gudgeon pin .. 21/-
Per set of four .. Each 9d.
Piston rings .. .. 9d.
Scraper rings .. .. 9d.
Gudgeon pin .. .. 9d.

Starter Rings (as illustrated) .. 19/6
Starting Handles 5/6
Fan Belts .. .. 9d.
Radiator Caps .. 1/6





BRAKE LININGS
Die pressed with rivets
Per set of Four 2/3

BAKELITE ASH TRAY
as illustrated 1/11 each, post 3d. Chromium detachable interior.
EXCELLENT BARGAIN.





SPORTS MUDGUARDS
As illustration.
Fronts to turn with wheels, 45/- per pair.
Rears to match 27/6 per pr.

J. HEMMINGS & SONS (Dept. L 5), HALE, LIVERPOOL 'Phone—Hale 30

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Deal with the firm that jealously guards its reputation for Utmost Value—Easiest Terms—and Straightforward Methods.

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You can safely deal with us by post. Any car sent up to 50 miles for trial, free; or longer distances by special arrangement. Ask yourself, could we afford to waste our time if we had not absolute confidence in our cars and value? Complete Bargain List post free.

EXCHANGES
The highest possible Part Exchange allowance for a CAR, MOTORCYCLE or 3-WHEELER. Owners of Motorcycles and 3-Wheelers should remember that having a separate Dept. for these vehicles, our allowance will be much better than is obtainable from purely car firms.

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25, EAST HILL, CLAPHAM JUNCTION, S.W.11

IF you want to be absolutely certain of lasting satisfaction, buy that Used Car you want from Naylor & Root, who give a 3-MONTHS' WRITTEN GUARANTEE. Some special bargains from our stock of 100 up-to-date models:—

1929	RILEY 9, Monaco saloon, wire wheels, Triplex, tyres excellent, maroon, good chassis	£89
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1931	JOWETT, long chassis fabric saloon, chromium, f.w.b., wire wheels, very smart car	£82
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1927	HUMBER 9, Coachbuilt 4-door saloon, tyres excellent, open to any examination	£59
1930	M.G. Midget, sports 2-seater, tuned engine, large sump, leather upholstery, red	£89
1929	RILEY 9, Biarritz saloon, wire wheels, leather upholstery, Triplex, faultless condition	£95
1930	SWIFT 10, de luxe Sportsman's Foursome Coupe, sun roof, wire wheels, leather, as new	£89
1930	WOLSELEY Hornet, saloon, sunshine roof, tyres almost new, Triplex. Taxed December	£69
1929	SINGER, Porlock sports 2-seater, duo green, wire wheels, tuned engine, very smart	£49
1929	STANDARD 9, 4-door saloon, tyres excellent, splendid chassis, choice two, from	£58
1929	RENAULT 9/15, de luxe saloon, 4-door body, f.w.b., several extras, very attractive	£39
1931	MORRIS MINOR, Coachbuilt saloon, sun roof, Triplex, bumpers, duo fawn, as new	£78
1931	TRIUMPH Super 7, Coachbuilt saloon de luxe, sun roof, leather, Triplex, blue, as new	£95
1930	RILEY 9, Monaco Mark IV saloon, sun roof, wire wheels, leather, 4-speed, very smart	£128
1931	STANDARD Big 9, de luxe Coachbuilt saloon, sunshine roof, 4-speed, leather, smart	£129
1931	ROVER 10, Sportsman's Foursome Coupe, sun roof, wire wheels, as brand new. Taxed December	£110
1932	STANDARD Big 9, de luxe Coachbuilt saloon, sun roof, 4-speed, etc., choice three	£155
1932	ROVER 10, Regal Coachbuilt saloon, sun roof, wire wheels, small mileage, maroon	£135
1930	HUMBER 9, de luxe Coachbuilt saloon, leather, new tyres, most amazing value, blue	£119
1930	RILEY 9, Biarritz saloon, almost new tyres, black and red, beautiful condition, taxed	£135
1931	AUSTIN 7, Ulster Special sports 2-seater, tuned engine, extras, choice two, fast	£105

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1933 SINGER "Nine" Saloon de Luxe... ... ... **£174**

On self-financed terms: Deposit £34 16 0
and 12 monthly payments of £12 3 7
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or 24 ,, ,, ,, ... £6 7 8
or otherwise as arranged between ourselves.



1933 STANDARD "Little Nine" Coachbuilt Saloon **£159**

On self-financed terms: Deposit £31 16 0
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or 18 ,, ,, ,, ... £7 11 11
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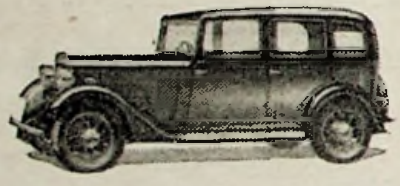

1933 ROVER "10" Special Saloon **£228**

On self-financed terms: Deposit £45 12 0
and 12 monthly payments of £15 19 2
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or 24 ,, ,, ,, ... £8 7 2
or otherwise as arranged between ourselves.



1933 AUSTIN "7" de Luxe Saloon **£125**

On self-financed terms: Deposit £25
and 12 monthly payments of £8 15 0
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or 24 ,, ,, ,, ... £4 11 8
or otherwise as arranged between ourselves.

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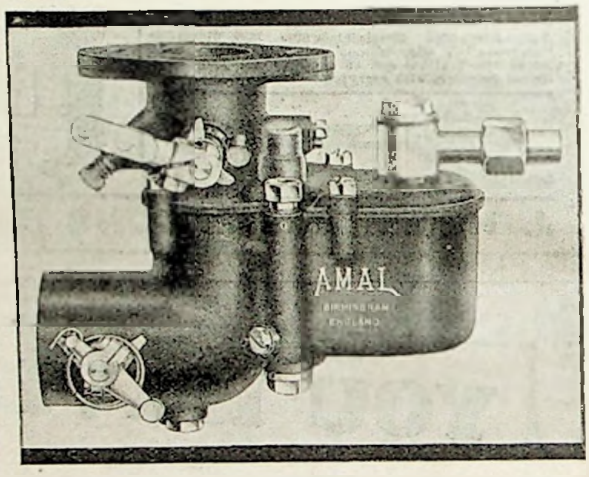
why motorists who know insist on AMAL CARBURETTERS



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by means of the exclusive Bridging Jet, which provides smooth change over from idling to higher speeds.

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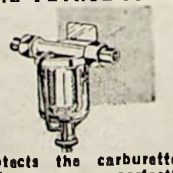

Protects the carburetter and ensures a perfectly clean petrol supply.

4. ARE MORE ACCESSIBLE

as all jets are easily reached and even the main jet can be removed while the engine is running on the pilot.

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TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

If you want CASH for your CAR go to

ROWLAND SMITH MOTORS LIMITED

THE LARGEST LIGHT CAR BUYERS

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CARS & MOTOR CYCLES

That car or motorcycle that will lie idle during the winter! it's worth more NOW—than next Spring.

Exchange it for a Light Car from us, and avail yourself of the joys of winter motoring.

"THREE-MONTHS' GUARANTEE" WRITTEN

A selection from our huge stock of LIGHT CARS, etc.

WOLSELEY HORNET, "Swallow," 1931, 6-cylinder. Special Sports 2-seater, fully equipped, large F.W.B.'s, wire wheels, stoneguard, cycle type wings, etc., a most attractive super sports car. **(Paddington)** **£125**

RILEY, 1930 Model, 9 h.p., "Mark IV" Saloon, very well kept, good tyres, super performance. **(Paddington)** **£120**

ROVER, 1931, 10/25 h.p., Coachbuilt Sunshine 4-door Saloon, fullest equipment, wire wheels, Safety glass, chromium plated, superb condition. Make a call and examine this splendid car. **(Paddington)** **£110**

STANDARD "BIG NINE," 1931, 6-light Sunshine 4-door Saloon, fullest equipment, adjustable bucket seats, chromium finish, beautifully kept, good tyres, extremely serviceable and attractive car. **(Paddington)** **£98**

WOLSELEY HORNET, 1931 Model, 12 h.p., 6-cylinder Coachbuilt Saloon, large body, full equipment, Triplex glass, original cellulose finish, hardly soiled, magnificent condition throughout. If you require a first-class car don't miss this unrepeatable bargain. **(Highbury)** **£98**

M.G. MIDGET, Sports 2-seater, Regd. Jan., 1930, fully equipped dash, wire wheels, cycle type wings, very smart appearance and exceptionally smart little sports bus. Worth a visit. **(Highbury)** **£75**

M.G. MIDGET, 1929, 8 h.p. Sports, full equipment, cycle type wings, attractive and fast car. **(Paddington)** **£67**

ARMSTRONG SIDDELEY, 1929, 12 h.p. 6-cylinder 4-door Saloon, full equipment, good tyres, tax paid. Do not miss this high-class car at the low price of £65. **(Paddington)** **£65**

AUSTIN, 1930, 7 h.p., "Gordon England" Sports 2-seater, full floating dash, leather upholstery, electric screen wiper, very attractive and fast little sports bus. **(Highbury)** **£59**

STANDARD, 1929, 9 h.p., 4-door Sunshine Saloon, fully equipped, clock, speedometer, luggage carrier, interior lighting, good tyres, very economical, undoubtedly a snip. **(Highbury)** .. **£57**

MORRIS MINOR, 1930, 8 h.p., Fabric Saloon, full dash, Triplex glass, excellent little car. **(Highbury)** **£52**

AUSTIN, 1929, 7 h.p., Mulliner Saloon, nicely fitted interior, good condition and appearance. Genuine KIRK bargain. **(Paddington)** **£47**

SINGER "Porlock," 1929, Sports 2-seater, fully equipped, wire wheels, original finish, green and grey, exceptionally fast, carefully used, one owner. **(Highbury)** **£39**

AUSTIN, 1928/7 h.p., Mulliner Saloon, a very smart little car, fully equipped, very well kept. Ready for the road. **(Highbury)** **£35**

AUSTIN, 1927, 7 h.p., Chummy 4-seater, fullest equipment, F.W.B.'s, rigid all-weather side screens, original cellulose bodywork, excellent tyres, great value. **(Paddington)** **£32**

SENECHAL (first Reg. 1929), 9 h.p. Sports 2/3-seater, fully equipped, streamlined body, large F.W.B.'s, cycle type wings, smart and attractive. **(Paddington)** **£29**

STANDARD, 1926, De Luxe 4-door Tourer, leather upholstery, rigid all-weather equipment, clock, speedometer, ready to drive away. **(Paddington)** **£10**

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28-30-32, HIGHBURY CORNER, N.5
'Phone: North 4784.

22-49, PRAED ST., PADDINGTON, W.2
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OPEN SUNDAYS—10 a.m. till 1 p.m.
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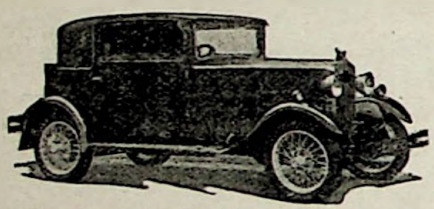
SAVE the depreciation loss which is inevitable once you have bought and used a "new" car.

SAVE your money by buying "used," knowing that you can always see your money back less a small amount for wear and tear.

SAVE a large cash outlay by obtaining a liberal allowance from Benmotors for your present car or motorcycle. A ***definite*** quotation through the post will be made per return. Just fill in below, remember, we will deliver (and collect) anywhere in England, Scotland, or Wales for only 50/- extra.

SAVE hunting all over England for the "used" car you want by getting Benmotors illustrated lists—here is a typical example (actual photo from stock) taken from some 200 odd, all under £100.



ROVER 10/25, 1929/30, Sportsman's Coupe, beautifully kept, all extras, sunroof **£69**

BUY USED at Benmotors

128-130, East Hill, WANDSWORTH, S.W.18
'Phone: Battersea 2425-2426.
Hours: 9.0—8.0; Saturdays 9.0—7.0

A FEW EXAMPLES FROM TO-DAY'S STOCK

TWO-SEATERS.

49 Pounds. **AUSTIN 7**, 1929 sports 2-seater, fully equipped, all extras, excellent tyres. Choice 5 others.
85 Pounds. **AUSTIN 7**, 1932 2-seater, very small mileage, one owner, almost unmarked.
65 Pounds. **AMILCAR**, 1929 coupe, D.H., sunk dickey, low and attractive, very fast.
79 Pounds. **ALVIS**, 12/50, 1927-8, 2/3-seater, sunk dickey, original condition throughout, particularly well kept.
99 Pounds. **FIAT 10**, 1931, 2-seater, chromium fittings, ribbon radiator, superb throughout.
59 Pounds. **HUMBER 9/28**, 1928 2-seater, bodywork and mechanically tip-top, small mileage, excellent tyres.
65 Pounds. **JOWETT 7**, 1931 2-seater, well kept, small mileage, excellent tyres. Choice 2 others.
55 Pounds. **LEA-FRANCIS**, 1927 12/50 special sports streamline 2-seater, wire wheels, close ratio gears, amazingly fast.
88 Pounds. **MORRIS Minor**, 1932 S.V. 2-seater, mileage only 6,000, absolutely unmarked.
69 Pounds. **M.G. Midget**, 1929 sports, cycle guards, excellent tyres, many extras. Choice 3 others.
89 Pounds. **M.G. Midget**, 1930-31 sports 2-seater, chromium fittings, specially tuned, £15 worth of extras. Choice 3 others.
59 Pounds. **ROVER 10/25**, 1929 sports, streamline body, wire wheels, dual finish, very attractive. Choice 5 others.
75 Pounds. **RENAULT 9/15**, 1931 D.H. Coupe, sunk dickey, excellent tyres, tip-top throughout.
75 Pounds. **SINGER 8**, 1931 2-seater, safety model, rear tank, 4-speed, mileage only 7,000.
59 Pounds. **STANDARD 9**, 1929 special sports, dual finish, wire wheels, 3 new tyres, beautifully equipped.
75 Pounds. **SWIFT 10**, 1930 de Luxe 2-seater, ribbon radiator, bodywork unmarked, excellent tyres, very small mileage.
69 Pounds. **TRIUMPH Super 7**, 1930 special sports coupe, particularly attractive, cost over £200. Choice 3 others.
99 Pounds. **WOLSELEY Hornet**, 1930 sports 2-seater, underslung chassis, cycle guards, excellent tyres, particularly fast.

TOURERS AND SALOONS.

99 Pounds. **ALVIS**, 1928 4-door fabric sports Saloon, high waist line, wire wheels, 4-speed, lavishly equipped. Choice 5 others.
69 Pounds. **ALVIS 12/50**, 1927 sports Tourer, dual finish, luggage grid, tonneau cover, rear screen, perfect throughout.
89 Pounds. **AUSTIN 7**, 1932 coachbuilt Saloon, mileage negligible, full standard equipment. Choice 2 others.
59 Pounds. **AUSTIN 7**, 1930 Tourer, chromium fittings, safety glass, bumpers, etc. Choice 4 others.
55 Pounds. **ARMSTRONG-SIDDELEY**, 1929 light "6" (Tax £12), 4-door Tourer, beautifully kept, fullest equipment.
59 Pounds. **FIAT 9**, 1928, 4-door Saloon, interior and bodywork tip-top, good tyres, perfect mechanically. Choice 5 others.
69 Pounds. **FIAT 9**, 1929, 4-door Saloon, almost as new throughout, fully equipped.
99 Pounds. **HUMBER 9/28**, 1929-30, 4-door Saloon, latest high radiator, £20 worth of extras. Choice 2 others.
98 Pounds. **LEA-FRANCIS**, 1930, sports Tourer, tonneau cover, luggage grid, many extras, 4-speed, fast and distinctive.
99 Pounds. **LEA-FRANCIS**, 1929, 4-door sports Saloon, 12/40, most lavish equipment, particularly well kept. Choice 2 others.
88 Pounds. **MORRIS Minor**, 1930, coachbuilt Saloon, sun roof, mileage only 7,000, almost unmarked.
75 Pounds. **MORRIS Minor**, 1930, special Arrow sports Saloon, streamline tail, ultra modern lines, very attractive.
69 Pounds. **ROVER 10/25**, 1929-30, sportsman's Coupe (illustrated), beautifully kept, many extras, excellent tyres. Choice 5 others.
99 Pounds. **ROVER 10/25**, 1931, Saloon, late type radiator, chromium fittings, tip-top throughout.
69 Pounds. **ROVER 10/25**, 1929-30, special sports Tourer, cut-away side, low built body, specially tuned, very attractive.
79 Pounds. **RILEY 9**, 1928, Monaco Saloon, small mileage, excellent throughout, silent third, wire wheels, good tyres. Choice 3 others.
99 Pounds. **RILEY 9**, 1929, special sports twin carburettor Tourer, well kept, all extras, cost over £300. Choice 2 others.
79 Pounds. **STANDARD 9**, 1929-30, special sportsman's Coupe, sun roof, chromium fittings, trunk, wire wheels. Choice 2 others.
89 Pounds. **SINGER 8**, 1931, safety sun-line Saloon, 4-speed, small mileage, almost unmarked. Choice 3 others.
55 Pounds. **SALMSON**, 1929, sportsman's Coupe, trunk, specially tuned, fullest equipment, good tyres. Choice 2 others.
69 Pounds. **SINGER 12**, 1929, Senior Saloon, beautifully appointed, bodywork almost as new, superb throughout. Choice 3 others.
89 Pounds. **TRIUMPH**, 1930, Scorpion Saloon, light "6" (Tax £12), cost over £240, amazing performance. Choice one other.
89 Pounds. **TRIUMPH Super 7**, 1931, Tourer, bodywork and equipment as new, mileage only 6,000, one owner.
95 Pounds. **WOLSELEY Hornet**, 1931, coachbuilt Saloon, all extras and equipment, particularly well kept. Choice 3 others.
etc., etc., etc.

Call and see them all or get lists of 200 others post free. All open to A.A. or R.A.C. examination willingly.

To MESSRS. BENMOTORS.—Please quote me—with no obligation whatsoever on my part—a *definite* allowance for my present vehicle as described below, at the same time forward your illustrated lists for my consideration, together with details of your methods of business.

Make of Car or Motorcycle—	*Date of Manufacture—*	*Type of Model—*	*No. of Cyls.— If Starter—*
Type of Body (or S/c.)—	*Condition of Engine—*	*Rated H.P.— If O.H.V. or Side-valve—*	*Type of Lighting— No. of Speeds—*
Body Work—	*Paint—*	*Upholstery—*	*Tyres—*	*Taxed till—*
NAME.....	*What Extras (if any)*			
ADDRESS.....				

ALWAYS SEE WHAT BENMOTORS HAVE BEFORE YOU BUY

B48

WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.

SECOND-HAND
AND NEW
LIGHT CARS, CYCLECARS and ACCESSORIES FOR SALE

"The Light Car and Cyclecar," deals with its own type of machine exclusively. Cars with an engine of a cubic capacity exceeding 1,500 c.c. cannot be accepted for its advertisement columns.

RATES.

For advertisements in this section: 12 words 2/- (minimum); 2d. per word after. Paragraphs of 12 words or less are charged at the minimum rate of 2s. Subject to a discount of 5 per cent. for 13 consecutive insertions, 10 per cent. for 26, 15 per cent. for 52. Terms: Cash with order and otherwise net.

DISPLAYED ADVERTISEMENTS.—Scale of charges, with reduction for series, sent on application.

Cheques, Postal Orders, etc., should be made payable to Temple Press Ltd., and crossed "Midland Bank, Ltd., Bedford Row."

REGULATIONS.

Copy must be supplied without application from the publishers, and current copy and blocks will be repeated if new copy is not received at the time of closing for press. Orders for advertisements are subject to acceptance in writing from the Head Offices. Advertisement copy is subject to the approval of the publishers, who also reserve the right to reject any advertisement in whole or in part referring to cars or accessories which in the opinion of the publishers is outside the scope of the journal. All advertisements and contracts are accepted and made upon the express condition that the publishers have the absolute right to refuse to insert copy to which they may object for legal, public or trade reasons, which includes the right of rejection of advertisements, whole or part, containing cut prices of goods coming under an approved price maintenance scheme, and such refusal of copy shall not be a good ground for advertisers to stop a current contract or to refuse to pay for the same or for taking action for breach of contract. The Proprietors, whilst endeavouring to ensure that advertisements shall appear with all possible regularity, will not be held liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever. Series orders are only accepted as firm contracts, that is, no cancellation of a series contract will be accepted by us either on payment of difference of rate or otherwise. The acceptance of an order does not confer the right to renew upon similar terms. Contracts relate to the advertiser's own goods or services, and the space may not be sub-let or disposed of in any way. Conditions which are contained in order forms other than those of the Proprietors, and which do not conform to or are in addition to the Proprietors' conditions, will not be recognized as binding. Special conditions must be subject to mutual agreement.

NOTICES.

BOX NUMBERS.—Advertisers desiring to have replies sent care of "The Light Car and Cyclecar," may do so on payment of a nominal fee of 6d. to cover booking and cost of forwarding such replies. The words "Box , c/o 'The Light Car and Cyclecar,'" count part of the advertisement.

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or Money Orders save time. Cheques must be made payable to Temple Press Ltd., and crossed "Midland Bank, Ltd., Bedford Row," and are acknowledged to the seller when "cleared." If a sale is concluded we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of ½ per cent. (minimum charge 1/-) on amounts deposited to cover our expenses of booking, postages, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangements between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding to both parties.

WARNING.—Acknowledgements of deposits or instruction to forward goods advertised are only written on our special headed paper, which bears a facsimile of the title of this journal. To prevent fraud, the advertiser should ACKNOWLEDGE IMMEDIATELY any such letter apparently coming from us, and delay forwarding the goods for a day or so. Should we, on receiving such an acknowledgment, find that no letter has been sent by us, we will wire the advertiser not to part with the goods advertised.

CLOSING TIME.

Copy for and all matter relating to advertisements must reach our Head Offices by 6 p.m. Monday and should be addressed to G.P.O. Box 147, "THE LIGHT CAR AND CYCLECAR," 5-15, ROSEBERY AVENUE, LONDON, E.C.1. If proofs of displayed advertisements are required, copy must be forwarded in sufficient time to allow of them being submitted and returned.

Whilst every precaution is taken to ensure accurate printing, the publishers will not be responsible for printers' errors, or for errors arising out of telephonic instructions relating to advertisement copy, nor will they be responsible for advertisement blocks destroyed by fire or that are left in their possession for more than one year.

Insets, to conform with G.P.O. regulations, must be printed by TEMPLE PRESS LTD., the responsible printers of the journal.

Head Offices:—5-15 Rosebery Avenue, London, E.C.1.

Inland Telegrams: "Pressimus, Holb., London."
Cables: "Pressimus, London."
Telephone: Clerkenwell 6000 (Private Exchange).

Other Business and Editorial Notices and Subscription Rates will be found at the end of this section.

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. sports, 10.9hp, good order and tyres, insured next July, £6. Elliott, King's Rd., Brentwood. 34-m524

A.J.S. Newnhams, 136-138 Streatham Hill, S.W.2, offer 1931 series 9hp saloon, very nice condition, £89. 'Phone Number Streatham 8830. 34-574

ALVIS. J. K. Greenwood and Co., Ltd., offer:—

£261!! Alvis 12hp super sports 2-seater, taxed, aluminium and red, fitted 4 speeds, folding-down screen, nearly new hood, 2 new tyres, 80 m.p.h. speedometer, excellent condition throughout!!! Exchanges, deferred. J. K. Greenwood and Co., Ltd., 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 34-865

ALVIS 12-50, 1927 super sports 2-seater, pointed tail, taxed, £75; low deposits, exchanges. Page, 199b Upper Richmond Rd., Putney. 7671. 34-871

ALVIS'S, under £100, see page 22. 34-545

AMILCAR, 75 m.p.h. Grand Sports streamlined 2-seater, overhauled, repainted, 100% condition throughout, guaranteed, £35; exchanges, C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 34-745

AMILCARS, under £100. See page 22. 34-546

AMILCAR. J. K. Greenwood and Co., Ltd., offer:—

£251!! Amilcar 8.9hp super sports long-tail 2-seater, recently recellosed red, fitted cycle-type wings, wire wheels, red upholstery, etc., excellent condition throughout. Below.

£37 10s.!!! Amilcar 8.9hp streamlined super sports 2-seater, taxed, black-red, long-tail body, fitted 2-piece screen, good all-weather equipment, f.w.b., wire wheels, all good tyres, 80 m.p.h. speedometer, 70 m.p.h.!!! Written guarantee, exchanges, deferred. J. K. Greenwood and Co., Ltd., 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 34-863

AMILCAR, 1926 Grand Sports 3-seater, f.w.b., perfect, £38; low deposits, exchanges. Page, 199b Upper Richmond Rd., Putney. 7671. 34-872

AMILCAR, really exceptional Grand Sports 8hp streamline 2-seater, f.w.b., 35 guineas. Eastman, 128 Loughborough Park, Brixton. 34-956

ARMSTRONG SIDDELEY, 1929 12.6-cylinder saloon, splendid order, leather upholstery, £65. Denmans, 132-3 Long Acre, W.C. 34-946

ASTON-MARTIN, 1932 sports saloon, practically new, bargain. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4435. 34-887

AUSTIN authorized main dealers. Immediate delivery of all models, new and second-hand, in stock; exchanges and deferred terms if desired. Beechings, Ltd., Farnborough, Hants. Telephone 279. zzz 718

AUSTIN 7, 1928 Gordon England saloon, fine condition, £35, or reasonable offer. 4 Blessbury Rd., Burnt Oak, Edgware. 34-1172

AUSTIN 7hp fabric saloon, one owner, thoroughly overhauled, choice of two, from £49. Taylors, 135 London Rd. Kingston 1263. zzz-258

AUSTIN 7, 1929 Taylor 2-seater body, overhauled and repainted, taxed and insured to end of year, £30. Rowe, 72 Tulse Hill, S.W.2. 35-843

AUSTIN 7s. Standall offers:—

£78 10s. 1930 (May) Austin 7 Swallow saloon, taxed, insured, lady owner, new o.s. Indias, new condition throughout.

£48 10s. Austin 7 Taylor special sports, excellent condition, pneumatic upholstery, 1929 model, taxed, insured; terms, exchanges. Standall Motors, 617-9 Harrow Rd., W.10. Willa 0459. 36-846

AUSTIN 7 de luxe saloon, 1932, demonstration car, very small mileage, as new, makers' guarantee, £105.

AUSTIN 7 saloon, 1932, shop-soiled, standard model, £98.

AUSTIN 7 sunshine saloon, 1930, one owner, taxed December, £60. Hall, Catherine St., St. Albans. Tel. 636. 34-847

AUSTIN 7, 1927 2-seater, special pointed tail body, tuned engine, £25. Nore, 4 Queens Rd., Erith. 34-m490

AUSTIN 7 saloon, 1929, one owner, good condition, £47. 62 Ferndale Rd., South Tottenham, N.15. 34-m515

AUSTIN 7, 1931 metal saloon, excellent condition, two new tyres, £68. Blackbird Hill Garage, Kingsbury Lane, N.W.9. 'Phone, Colindale 6877. 34-m479

AUSTIN Stadium, 1928-29, engine completely overhauled, new bearings fitted, £38. Richardson, Rosslyn Mews, High St., Hampstead. 34-1311

AUSTIN 7, 1929, excellent condition, sound, reliable, good tyres, etc., privately owned, 39 guineas. Dos Robles, The Glade, Kingswood, Surrey. 34-1231

AUSTIN 7 chummy, 1930, taxed year, excellent order, £47 10s., unrepeatable bargain; also 1927 chummy, thorough order, taxed year, as new, £28 10s. Paters Motors, Bedford. 34-1227

IMPORTANT TO ADVERTISERS—

Alteration of Press Day

The latest time for receipt of paragraph advertisements will in future be

6 p.m. Monday

for the following Friday's issue.

For immediate attention, address G.P.O. BOX 147, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1.

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

AUSTIN 7 coachbuilt saloon, black and primrose, 1927, perfect condition, £38. 18 Sinnott Rd., Walthamstow. 34-1221

AUSTIN 7, Ulster model, 1931, 70 m.p.h. and new India tyres, Sheepbridge liners and Marlett pistons, 89 guineas. Foleys Garage, Lea Bridge Rd., E.10. Ley. 3496. 34-1220

AUSTIN 7's. Ambassador Motors offer end-of-season bargains:—

1927 c.b. saloon, 100% condition, recellulosed, new tyres, £37 10s.

1927 c.b. saloon, mechanically perfect, taxed, £25.

1927 chummy, good hood and tyres, first-class runner, £26.

Generous exchange allowance for any make of car or motorcycle.

Ambassador Motors, 1013b Finchley Rd. (one minute Golders Green Tube station). Open Sunday mornings. Speedwell 8006. 34-803

AUSTIN 7, 1928½, Cup model, very clean, special headlights, electric wiper, leather upholstery, excellent performance, bargain, 35 guineas. Vadum, 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 34-824

AUSTIN 7, 1930 Wydor saloon, taxed year, one owner, exceptionally well cared for, £59. Paul and Co., 51, 53 The Mall, W.5. Ealing 4633. 34-807

AUSTIN 7, 1930 de luxe saloon, bargain, £57 10s. Frentzels, 319 Edgware Rd. 'Phone, Padd. 5129. 34-812

AUSTIN 7, 1929 fabric saloon, discs, very good condition, taxed, £48; exchange, with cash, for M.G. Midget 4-seater. Oliver, Fishall Lodge, Tonbridge, Kent. 34-m520

AUSTIN, 1930 Mulliner sports, superb condition, 3 new tyres, comp. insurance, 68 guineas, any trial. 11 Pelham Rd., Beckenham. 34-m523

AUSTIN 7 tourer, 1925, perfect, £18. 82 Halstead Rd., N.21. 34-m525

AUSTIN 7, 1930 (May) Wydor sunshine saloon, one owner, perfect condition, £59 10s. Harry Nash, 348 King St., Hammersmith. 34-879

AUSTIN 7, £17 10s. 1925-6 chummy, fully equipped. Below.

AUSTIN 7, £57 10s. 1930 saloon, Wydor, 100% condition throughout; another, one owner, sun roof, several extras, £62 10s. Below.

AUSTIN 7, £72 10s. 1931 saloon, coachbuilt, small mileage, spotless condition throughout; another, taxed, £85; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 34-848

AUSTIN 7 snips. Portsdown Garage, back of 241-7 Maida Vale, W.9.

1929 Wydor saloon, smart, £39; 1927 saloon, very smart, £22 10s.

Sports aluminium 2-seater, really fast, excellent tyres, smart, £22.

Several chummy 4-seaters, £10-£30.

AUSTIN 7, 1928 chassis, complete, £15; another, £9. 34-817

AUSTIN 7, 1929 sunshine saloon, black and red, taxed, £45. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streatham 9520-1. 34-822

AUSTIN chummy, 1926, smart appearance, good condition, £15; exchanges or deferred. Haskins, 155 Ladbroke Grove, North Kensington, W.10. Park 5541. 34-701

AUSTIN 7. McCarthys Motors (1925), Ltd., bargains:—

1931 7hp coachbuilt saloon, perfect condition, £70.

1932 7hp sunshine coachbuilt saloon, new condition, £80.

1930 saloon, excellent condition throughout, £45.

Part exchanges and deferred terms arranged. McCarthys Motors (1925), Ltd., 28 Queen's Rd., W.2. Park 7766. 34-700

AUSTIN 7, 1930, Avon 2-seater, £52; 1926 G.E. saloon, £20; 1927 chummy, £22; 1924 chummy, £12; exchanges and deferred. Palmers, 53 York St., Twickenham. Popesgrove 1454. 34-702

AUSTIN 7, 1931 Swallow saloon, small mileage, excellent condition, £99. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 34-705

AUSTIN 7 saloon, amazing condition, £35; taxed, insured, guaranteed 3 months; exchanges, deferred terms; 50 other makes in stock; list free on request. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W.14. 'Phone, Prospect 3332. 34-746

AUSTIN 7 sports 2-seaters, £30 and £42; absolute bargains, taxed, insured, guaranteed 3 months; exchanges, deferred terms; 50 other makes in stock; list free on request. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W.14. 'Phone, Prospect 3332. 34-747

AUSTINS, under £100. See page 22. 34-547

AUSTIN 7, 1930, 2-seater, Alta head, Derrington exhaust, super condition, £55; 1929 (late) Avon Swan coupe, sliding roof, excellent condition, bargain, £33. Clark, 154 Gt. Titchfield St., W.1. Museum 9270. 34-787

AUSTIN 7. Broadway Motors offer:—

1930 Austin 7 K.C. special 2-seater, Alta-head Solex carburetter, Brandes steering wheel, cycle-type wings, very fast, £75. Below.

1927 G.E. Cup model, very good condition, taxed, £32; bargain; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 34-788

AUSTIN. H. A. Saunders specializes in carefully used Austins.

1931 7hp 2-seater, dark maroon, low mileage, exceptional condition, £69.

One only, 1932 new, unregistered, 7hp saloon de luxe, makers' guarantee, £110. 330 Euston Rd., N.W.1. Museum 4511. 34-790

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

AUSTIN Cup sports, 1927½, perfect condition, £29. Thomas, 9 Dickenson Rd., Crouch Hill, N.8. 34-x125

AUSTIN 7 1931 Ulster model, close-fitting wings, 5 lights system, electric wiper, outside hand brake, special side screens, rev. counter, speedometer, altimeter, cream and green, original tyres, one owner, in perfect condition, £95; exchange motorcycle. Taylor-Matterson, Ltd., 83 Bedford Hill, Balham. Streatham 8278. 34-858

AUSTIN 7. Speechleys. "Famous for fairness." Established 1913. Below.

1933 models. Special part-exchange prices this week; 2-year hire-purchase.

1932 sun saloon, coachbuilt, indistinguishable from new, £79.

1931 saloon, coachbuilt, one owner, as new, unbeatable, £64.

1930 coupe, special Abbott £225 model, ideal lady's car, £59.

Exchange, hire-purchase. Austins purchased for cash.

Speechleys, 395 Edgware Rd., Paddington, W.2. Telephone, Ambassador 1300. Open all the week 9-8, Sunday 9-1. 34-859

AUSTIN 7 1931 sunshine saloon, £67 10s. Martins Garages, Highgate Village. 'Phone, Mountview 1228. zzz-500

AUSTIN 7 1931 coachbuilt sunshine saloon, as new, low mileage, taxed December, £81. Below.

AUSTIN 7 1931 fabric saloon, exceptional order, taxed, £70. Below.

AUSTIN 7 1928 G.E. saloon, taxed December, £35. Below.

AUSTIN 7 1927 fabric saloon, taxed, £24. Below.

AUSTIN 7 1927 tourer, £22 10s. Low deposits, exchanges. Page, 199b Upper Richmond Rd., Putney. 7671. 34-873

AUSTIN 7 1927 tourer, excellent condition, well equipped, 19 guineas. 5 Victoria Avenue, Surbiton. 34-m536

AUSTIN 7 tourer, 1925, navy, unused 2 years, insured May, 1933, £23. The Nook, Lybury, Redbourn. 34-m538

AUSTIN 10 1932 (July) de luxe sunshine saloon, mileage 2,000, otherwise brand new, £139. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 34-889

AUSTIN 7 1927 chummy, 4 new tyres, original paint very good, bargain, £25. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 34-888

AUSTIN 7. List free. Exchanges. Rowland Smith. Below.

£5 deposit. 55 guineas cash. 1929 model Gordon England Stadium 2-seater, black and green, carefully used, very exceptional condition, taxed.

£4 deposit. 45 guineas cash. 1930 model, chummy, one owner, very good condition.

£3 deposit. 35 guineas cash. 1929 fabric van, two new tyres, one owner, very good condition.

£3 deposit. 29 guineas cash. 1928 Gordon England Cup, very good condition, taxed. Rowland Smith, 78-81 High St., Hampstead. All week-days, including Saturdays, 9-9; Sundays 9-1. Minute Hampstead Tube. Hampstead 6041-6. 34-904

AUSTIN 7 saloon, sliding roof, taxed to December, insured till February, 1933, excellent throughout, £49. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 34-924

AUSTIN 7, £26, 1928 chummy. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 34-948

AUSTIN 7 Mulliner sports coupe, 1930-31, £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 34-942

AUSTIN 7, 1927 4-seater, in excellent condition, insured until April, 1933, £25. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streatham 9520-1. 34-825

AUSTIN 7, 1930 G.E. special saloon, grey and blue, excellent condition, £62 10s.; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 34-957

AUSTIN 7, 1928 coachbuilt saloon, finished maroon cellulose, excellent condition, £35; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 34-961

AUSTIN.

Whitbys, the principal Acton agents, offer:—

£49. 1929 Wydor saloon, exceptional condition.

£59. 1930 coachbuilt saloon, as new.

£78. 1931 saloon, sliding roof, year's tax, spare wheel unused, as new, specially recommended.

£96. 1932 saloon, long-chassis de luxe, years' tax, as brand new, owner buying 10.4.

£62. 1931 tourer, one owner, year's tax.

Whitbys are the Austin specialists. 1933 models now on view, generous exchanges and self-financed deferred terms. 7 The Vale, Acton, W.3 (few doors off Stewart and Arderns). 'Phone, Shepherd's Bush 1313. 34-720

AUSTINS. Newnhams always have an excellent selection of Austins available; few examples below, but full list on request; self-financed hire-purchase terms and generous part-exchange allowances arranged.

1931 7hp de luxe coachbuilt sliding-roof saloon, one owner and perfect, £72.

1930 7hp Mulliner sliding-roof saloon, particularly nice condition, £55.

1929 7hp chummy, blue, really first-class example, £35.

1928 7hp Gordon-England saloon, brown, special clearance offer, £28.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 34-761

Readers are referred also to "THE MOTOR" (Tuesdays, 4d.), which contains each week many hundreds of advertisements of new and second-hand cars of all kinds.

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

AUSTIN. 1929 Swallow saloon, in green and cream, disc wheels, leather upholstery, perfect car in every respect, £59. M.B. Motors, 336 New Cross Rd., London, S.E.14. 34-726

AUSTIN 7, 1928 Mulliner saloon, brown-black, very nice condition, perfect chassis, £29. M.B. Motors, 336 New Cross Rd., London, S.E.14. 34-727

AUSTIN 7, 1929 saloon, excellent order throughout, new tyres, very smart, £35. M.B. Motors, 336 New Cross Rd., London, S.E.14. 34-728

AUSTIN 7s. Maxey Motors, Ltd., is the firm for these wonderful little cars.

Call and see them, or we will gladly send them to you.

AUSTIN 7, 1931 coachbuilt saloon, in fine order inside and out, £77 10s.

1931 model fabric saloon, excellent order, taxed, £62 10s.

AUSTIN 7, 1927 Cup model, very fast, £35.

AUSTIN 7, 1928 van, painted, ready for hard work, very sound, £34.

AUSTIN 7 Cup models always in stock at the lowest prices.

Generous allowances made for any make of car or motorcycle. Deferred terms.

Maxey Motors, Ltd., 70 High St., Tally Ho! Corner, North Finchley. Open on Sunday mornings. Hillside 3366. 34-698

AUSTIN 7!!! 1932 long-chassis coachbuilt de luxe saloon with sliding roof and wide body, appearance and mechanical condition as brand new throughout, taxed, £97 10s. Harold Simons, Ltd., 311 Euston Rd., N.W.1. Museum 9764. 34-673

AUSTIN 7, 1931 (June) coachbuilt sunshine saloon, spotless condition throughout, £72; 1930 Austin 7 coachbuilt saloon, cream and brown, £53; 1927 Austin 7 Cup model, excellent condition, £28; open Sundays; motorcycles part, deferred. Prince Albert Garage, Staines Rd., Sunbury, Middlesex. Telephone, Sunbury 423. 34-m496

AUSTIN 7. Brooklands Motor Co. offers: 1930 supercharged 2-seater, very small mileage, £95; written guarantee; exchanges and private deferred terms. 331 Euston Rd., N.W.1. Museum 3143-4. 34-580

AUSTIN 7, 1930 coachbuilt saloon, one owner, £60. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. 'Phone 2526. 34-620

AUSTIN 7, 1932 sunshine de luxe saloon, dark blue, unused and unregistered, full guarantee, £105. Below.

1932 coachbuilt saloon, dark blue, leather upholstery, A1 order, guaranteed, £87. Below.

1931 4-seater, opal blue, very sound mechanically, attractive throughout, taxed, £70. Below.

1931-2 coachbuilt sunshine saloon, new October, 1931, blue, leather upholstery, beautifully kept, one owner, taxed, insured January, £75. Below.

1930 (July) Swallow saloon, black-red, front and rear bumpers, Bosch horn, £15 extras, taxed, insured, £80. Below.

1930 coachbuilt saloon, dark blue, ball change, chromium plate, Triplex throughout, nearly new tyres, taxed, £62. Below.

1929 Wydor saloon, new April, black-red, good tyres, very attractive, taxed, £45. Below.

1929 (June) 4-seater, blue, coachwork very clean, engine thoroughly sound, good tyres, many extras, £45. Below.

1928 (July) 4-seater, maroon, one owner throughout, good tyres, coachwork perfect, taxed, insurance included, £35. Below.

1927 (June) coachbuilt saloon, kingfisher blue, leather, good tyres, overhauled, £32. Below.

1927 4-seater, navy blue, good tyres, upholstery covers, one change only, taxed, £25. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 34-603

AUSTIN 7 chassis, carefully overhauled for speed, all expensive work completed, 5 good tyres, lighting, old body, £25. Edgecombe, 51 Station Rd., Filton, Bristol. 34-1570

AUSTIN 7. F.O.C.H., Ltd. 1926 chummy, red and black, l.w.b., new hood, very good condition, 19 guineas. 3-5 Heath St., N.W.3. Hampstead 2315-6. Open Sunday mornings. 34-643

AUSTIN. Naylor and Root.

£95. 1932 de luxe coachbuilt saloon, sun roof, long chassis, leather.

£89. 1931 Swallow coachbuilt sports 2-seater, red and black, as new.

£75. 1931 coachbuilt saloon, sun roof, leather, Triplex, as new.

£65. 1931 2-seater, wide body, small mileage, opal blue, taxed.

£65. 1930 coachbuilt saloon, sunshine roof, beautiful condition.

£52. 1929 Mulliner saloon, sunshine roof, good tyres, black, smart.

£52. 1929 Stadium sports 2-seater, bronze fabric, many extras, taxed.

£49. 1929 coachbuilt saloon, safety glass screen, good tyres, maroon.

£42. 1929 tourer, rigid screens, speedometer, carrier, very smart car.

£38. 1928 Cup model sports 2-seaters, choice of 5 models, fast.

£35. 1928 coachbuilt saloon, good tyres, extras, carefully used.

£32. 1927 Cup model sports 2-seater, many extras, tuned engine, taxed.

£29. 1927 tourer, rigid screens, 3 new tyres, very clean car.

£15. 1925 tourer, good condition; 1924 sports 2-seater, £16.

Generous allowance made for your present car, motorcycle or 3-wheeler in part exchange. Deferred terms for balance over 12 or 18 months. Full list on request.

Naylor and Root, Ltd., 25 East Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. Open 9-8, Sundays 10-1. 34-657

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

AUSTIN 7 1929 tourer, perfect condition, £42 10s. 45 Ashtead Rd., E.5. Clissold 3857. 34-e513

AUSTIN 7s. A.Z. Motors offer the following:—

1932 coachbuilt, sun roof, cream and black, taxed December, under 6,000 miles, many extras, £95.

1930 fabric Wydor saloon, in really first-class condition, £55.

1929 chummy, repainted, A1 condition, £35.

1927 chummy, £27 10s.; 1927 Cup, £30; 1927 fabric saloon, £30. Terms, exchanges. 180 West End Lane, N.W.6. Ham. 0523. 34-638

AUSTIN 7 chummy, late 1927, very nice condition throughout, £26, exchanges and deferred terms. Below.

AUSTIN 7 1929 Wydor saloon, £42 10s.; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. 'Phone, Wimbledon 0607. 34-634

AUSTIN 7 1929 saloon, Wydor, Triplex, 2 new tyres, £42. W. H. Grimes and Co., 22 Bruton Place, Bond St., W.1. Mayfair 2947. 34-630

AUSTIN 7. Lane Motors. 1928, sports, cycle wings, 39 guineas. 208 West End Lane, Hampstead. Open Sunday mornings. 34-628

AUSTIN 7s!!!

Normand Garage, Ltd., light car specialists, offer:—

1932 De luxe, long-chassis saloons, choice of 3, £88, £85, £83.

1932 Series coachbuilt saloons, choice of 10, £75.

1933 Series open 4-seater, mileage 1,200, £80.

1930 Chummy, excellent condition, tax paid, £52 10s.

1929 Chummy, excellent condition, tax paid, £45 10s.

1929 Mulliner sunshine saloon, excellent condition, £45.

1929 Fabric saloons, choice of 2, £40, £35.

489 Oxford St., W.1. Mayfair 6801. Open till 6 p.m. Saturdays. zzz-279

AUSTIN Cup model, 1929, exceptional order and fast, leather upholstery, black and red, £37 10s.

AUSTIN Cup model, 1927, repaired, good tyres, reupholstered, very good order throughout, £27 10s.

AUSTIN chummy, 1929, new hood, mats, etc., in really nice condition, good tyres, taxed, £39. Camden Motors, Buck St., behind Camden Town Underground. Gulliver 4089. 34-622

AUSTIN 7, 1928 4-seater, in excellent condition and running order, taxed, £35. Newnhams, Ltd., 164-166 Fulham Palace Rd., W.6. Fulham 0071. 34-590

AUSTIN 7, 1932 long chassis de luxe saloon, taxed, as new, £92 10s. Paul and Co., 114 Gt. Portland St. Museum 8464-5. 34-595

AUSTIN 7, 1929 4-seater, good condition, £38.

AUSTIN 7, 1928 4-seater tourer, good condition, £30. Ruffells Motors, 97 White Hart Lane, Barnes, S.W.13. Prospect 5549. 34-697

AUSTIN 7, 1929 Wydor saloon, one owner, very well kept, £40; another, £36. Below.

AUSTIN 7, 1928 Gordon England Cup 2-seater sports, licensed December, £36; also exceptionally good 1927 Cup 2-seater sports, £28. Below.

AUSTIN 7, 1927 4-seater, entirely reconditioned, recellulosed maroon, £24, choice of 2; also 1925 chummy, very good condition, £15. Exchanges, self-financed terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 34-683

AUSTIN 7, 1929 Wydor fabric saloon, finished black and red, in exceptional condition, taxed December, £45. Below.

AUSTIN 7, 1928 chummy, good tyres, taxed, £35. Earl, 75 Heath St., Hampstead, N.W.3. 34-677

AUSTIN 7. Brooklands Motor Co. offers: 1932 coachbuilt de luxe saloon with sunshine roof, very small mileage, £100.

1931 Austin Swallow saloon, very small mileage, car equal to new, exceptional condition, £95, written guarantee; exchanges and private deferred terms. 331 Euston Rd., N.W.1. Museum 3143-4. 34-582

AUSTIN 12-6. 1932 coachbuilt sunshine saloon de luxe, 4 speeds, scrupulously kept, as new throughout, unique deferred terms, £165. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 34-564

B.S.A. Hackford Motors, the B.S.A. 3-wheeler specialists. Eighteen months to pay, good prices in part exchange; trade supplied. Write for catalogue. Below.

Hackford chromium luggage carrier, sports, 32s. 6d.; de luxe and family, 29s. 6d. Below.

Hackfords for guaranteed second-hand 3-wheelers from £65. Inspection invited at our showrooms.

Hackford Motors, Ltd., 182 Acre Lane, Brixton. 'Phone 3062. zzz-85

B.S.A. Harry Nash, official agent, offers immediate deliveries from stock of 1933 B.S.A. 3 and 4-wheelers; also 1932 clearance bargains, brand new, from £85; terms, exchanges. Call, write, or 'phone. 348 King St., Hammersmith. Riverside 2837. 34-880

B.S.A. Broadway Motors offer 1932 super-sports 2-seater, 2,000 miles only, spare wheel unused, absolutely as new, £80; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 34-790

B.S.A., 1931 3-wheeler Family de luxe, 7,000 miles, carefully used, one owner, taxed December, like brand new, guaranteed, £70; exchanges. Allery and Bernard, 344 King's Rd., Chelsea. Flaxman 4633. 34-712

B.S.A., 1933 4-wheeler, 4-seater sports car, mileage 200, selling through default of owner, £140. Moss, Park St., Luton. 34-1309

B.S.A., 1931 3-wheeler, 4,000 miles only, absolutely as new in every detail, taxed year, fully guaranteed, £75. Dobson's Garage, Ltd., Staines Bridge, Middlesex. 34-709

"THE MOTOR REPAIR MANUAL." An up-to-date guide to the home repair of motor vehicles. 2s. 6d. net. 2s. 9d. by post. B51

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

B.S.A. 3-wheelers.

Naylor and Root for earliest delivery of 1933 B.S.A. models; most generous exchange allowances; deferred terms over 24 months.

Naylor and Root. 1932 special sports, coachbuilt body, red and black, practically unused, taxed December, £89.

Naylor and Root. 1931 special sports, Blue Star engine, chromium lamps, black and red, very smart car, £75; another, £72.

Naylor and Root. 1931 de luxe, small mileage, rear carrier, good tyres, black and red, good condition, £65.

Naylor and Root, B.S.A. specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. Open 9 to 8; Wednesday, 1 p.m.; Sundays, 10 a.m. to 1 p.m. 34-658

B.S.A., 1932 sports 3-wheeler, black, mileage 4,000 only, absolutely as new, £82. Smith and Hunter, 407 Edgware Rd. Ambassador 1011. 34-604

B.S.A. sports 3-wheeler, with spare wheel, cost £130, black, with red line, fine order, tax paid, price £69 10s.; exchange and extended payments. Taylors, 135 London Rd., Kingston. 1263. zzz-277

B.S.A., 1931, sports, taxed December, good condition, one owner. Blue Star, £75, or offer. D. Cowen, 1 Berners St., W. 34-x124

B.S.A., £7 deposit, 69 guineas cash. 1931 3-wheeler family 4-seater, blue, very exceptional condition, year's tax; list free; exchanges. All weekdays, including Saturdays, 9-9; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Hampstead 6041-6. 34-905

B.S.A., 1931 Family model, one owner, guaranteed, taxed, £72; low deposit; exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 34-874

BUGATTI, 75 m.p.h., modified Brescia, 1½-litre, 12hp, ball-bearing engine, streamline 2-seater body, overhauled, and in really 100% condition throughout, exceptional acceleration, £32 10s.; exchanges. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 34-741

BUGATTI, 70 m.p.h., super-sports 2-3-seater, rebored, new pistons, new bearings, entirely overhauled and in absolutely 100% condition throughout. £25. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 34-742

CHENARD-WALCKER 4-seater, this week's bargain, £12, taxed, insured, guaranteed 3 months; exchanges, deferred terms; 50 other makes in stock; list free on request. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W.14. 'Phone, Prospect 3332. 34-748

CITROEN, £17. 2-seater, 7.5hp, almost new balloons, excellent condition throughout, good hood, taxed December, insured. L. Head, Four-Marks, Alton, Hants. 34-1222

CITROEN, 59 guineas. 1931 12.8 drop-head coupe, as new. Short and Glass, Ltd., 52, 54 and 56 Fitzroy St., London, W.1. Open Saturdays 9-6. Museum 8176-8177. 34-734

CITROEN, £18. 1927 12-24hp 4-door coachbuilt saloon, f.w.b., numerous extras, taxed, splendid condition, exchanges, deferred, 86 Acre Lane, Brixton. 'Phone 3401. 34-869

CLYNO 9, 1928 saloon, f.w.b.s and full equipment, good tyres and general condition excellent, taxed. £25. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466. Open Sundays. 34-m498

CLYNO 9 saloon, £30; maroon, fabric, only wants seeing, taxed, insured, guaranteed three months; exchanges, deferred terms; 50 other makes in stock; list free on request. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W.14. 'Phone, Prospect 3332. 34-759

CLYNO Special competition super-sports streamlined aluminium 2-seater, actual car which lapped Brooklands at 76 m.p.h., late 1927, cycle-type wings, Ace discs, numerous extras, really excellent condition throughout, £22 10s.; exchanges. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 34-744

CLYNO, £19 10s. 1927 4-door coachbuilt saloon, excellent condition; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 34-849

CLYNO, £3 deposit, 19 guineas cash. 1926 11hp 4-seater, f.w.b., two practically new tyres, very carefully used, exceptional condition, taxed; list free; exchanges. All weekdays, including Saturdays, 9-9; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Hampstead 6041-6. 34-906

COVENTRY-VICTOR Midget, o.h.v., reverse, 1,000 miles, perfect, insured May, any trial, £65, near offer. Hillside 2887. 34-1218

D'YRSAN. J. K. Greenwood and Co., Ltd., offer:—

£22 10s.!!! D'Yrsan, 8hp 4-cylinder super-sports Brooklands 3-wheeler, taxed, black, red, outside exhaust, 3-wheel brakes, long-tail low body, cycle-type wings, wire wheels, 3 speeds and reverse, only £4 tax, very fast and super job, written guarantee exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 34-864

FIAT 9, 1930, de luxe 4-seater, leather upholstery, most attractive condition, £45; also 1928 tourer, only one owner, beautifully kept, £34. Below.

FIAT, 10-30, 1931 series 2-seater coupe with dickey, very attractive and comfortable car, good tyres, licensed, £72; exchanges, self-financed terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 34-684

FIAT 9 saloon, 1927, good running condition, £15. Snow's, 42a Wilton Rd., Dalston E.8. Clissold 8645. 34-681

FIAT, 9hp, 1928 model 4-door tourer, bumpers, etc., £30; exchanges and deferred. Palmers, 55 York St., Twickenham. Popesgrove 1454. 34-703

FIATS, under £100. See page 22. 34-548

FIAT, 8hp, 1926-7 4-seater, good order, taxed, £17; exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 34-875

FIAT, 10.4hp, £30!!! 1927 coupe, drop-head, roomy car, taxed, splendid order. Denmans, 132-3 Long Acre, W.C. Open week-ends. 34-934

FIAT 12, 1928, tourer, £40. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 34-945

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

FIAT, 10.8, 1928 coachbuilt saloon, ready for use, £45. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 34-939

FRAZER-NASH Cars offer for sale these reconditioned cars:—1931 Falcon o.h.v. 4-seater; 1930 Boulogne, o.h.v. 3-4-seater, 4 speeds; 1929 super-sports special short chassis, 4-speed; 1927 super-sports 3-seater, 4 speeds. Full particulars on application to Falcon Works, London Rd., Isleworth. Hounslow 3171-2. zzz-271

FRAZER-NASH 2-3-seater, sports, rear tank, Rudge well-base wheels, pneumatic upholstery, transmission recently overhauled throughout, £75, taxed. H. J. Ripley, Providence Place, Thames Ditton. Telephone, Emberbrook 1727. 34-1229

FRAZER-NASH sports 2-seater, recellulosed cream and blue, chromium-plated throughout, hood, etc., large f.w.b., whole car recently reconditioned, £49. Camden Motors, Buck St., behind Camden Town Underground. Gulliver 4089. 34-623

GWYNNE 2 and 4-seaters, £10 and £15, exceptional performance, taxed, insured, guaranteed 3 months; exchanges, deferred terms; 50 other makes in stock. List free on request. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W.14. 'Phone, Prospect 3332. 34-758

GWYNNE 8 chummy, 60 m.p.h., good order, powerful car, £17. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 34-932

HILLMAN, 1932 Minx coachbuilt sunshine saloon, one owner, carefully used, small mileage, guaranteed; unique deferred terms; £139. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 34-562

HILLMAN Minx, 1932 de luxe coachbuilt sliding-roof saloon, almost new, £145. Newnhams, 237 Hammersmith Rd., W.6. Riv. 4646. 34-762

HUMBERS, under £100, see page 22. 34-549

HUMBER, £15! 1924 8-18 chummy, leather upholstery, good runner and condition. Parwood, East Hill, Wandsworth. 34-868

HUMBER, 1928 9-28 4-seater tourer, leather upholstery, condition as new, £69; exchanges, etc. Parwood, 89 East Hill, Wandsworth. 34-867

HUMBER. See Naylor and Roots. 50 bargains on page 19. 34-649

JOWETT. Manchester 1929, 1930, 1931 saloons and tourers always in stock. Distributors for Lancashire, Cheshire and North Wales. Saxo, Jefferis, Ltd., Deansgate. Bla. 1122-3. zzz-927

JOWETT, 1932 de luxe fabric sun saloon, splendid condition, genuine bargain, £105; exchanges, deferred. Smith Auto Co., Ltd., 145 London Rd., Croydon. Croydon 2182, 1688. 34-621

JOWETT, 1928 (August) long 4-seater, blue, new hood, 2 horns, very sound, taxed, £28. Below.

1924 long 4-seater, blue, starter, good tyres and all-weather equipment, sound, taxed, £14. Smith and Hunter, 407 Edgware Rd. Ambassador 1011. 34-605

JOWETT, 1929 long chassis, coachbuilt 4-seater, f.w.b., disc wheels, taxed, £37 10s.; exchanges, terms; also long 2-seater, £27 10s. Yarwoods, Stoneley South, High Rd., Tottenham. 'Phone 3122. 34-600

JOWETT, 1930, long chassis, Black Prince 4-door de luxe saloon, black and red fabric, perfect condition, 4 new tyres, and tubes, many extras, taxed December, 70 guineas. 1 Goldwell Rd., Thornton Heath. 'Phone Thornton Heath 3149. 34-570

JOWETT 4-seater, new condition, not used two years, £45, taxed, insured, guaranteed three months; exchanges, deferred terms; 50 other makes in stock; list free on request. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W.14. 'Phone, Prospect 3332. 34-757

JOWETT, 1929-30 7-17 Black Prince saloon, exceptional opportunity, £55. Newnhams, 237 Hammersmith Rd., W.6. Riv. 4646. 34-763

JOWETT, 1930 long saloon, taxed year, nearly new tyres, excellent appearance and condition, sacrifice, £68. Pater, Jowett specialists, Bedford. 3319. 34-1228

JOWETT, 1928 short-chassis 2-seater, brand-new tyres and hood, excellent runner, smart, £19 10s. M.B. Motors, 336 New Cross Rd., London, S.E.14. 34-729

JOWETT. See Naylor and Roots. 50 bargains on page 19. 34-694

JOWETT, 1929 long Black Prince saloon, a beauty, £60; several others. Buntings, Jowett agency, Wealdstone, Harrow. 34-800

JOWETT, 1930 long-chassis, fitted saloon body, bargain, £45. Ross, 3 Hallilord St., Essex Rd., N.1. 34-m518

JOWETT, 1929. Short saloon, finished maroon, sound condition, £38; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 34-902

JOWETT. F.O.C.H., LTD., largest Jowett dealers in London. Comprehensive second-hand stock always available. Send for free list Below.

F.O.C.H. 1932 7hp Bluebird de luxe coachbuilt 4-door saloon, sliding roof, rear petrol tank, one owner, 2,000 miles only, absolutely brand-new condition, year's tax, 132 guineas. Below.

F.O.C.H. 1929 7hp short-chassis fabric 4-seater, maroon, speedometer, screen wiper, one owner, carefully used, extraordinarily good order throughout, 42 guineas. Below.

F.O.C.H. 1927 7hp long-chassis 2-seater, dickey, very good condition, 23 guineas. Below.

F.O.C.H. 1927 7hp long-chassis 4-seater, 12 guineas; exchanges, deferred. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 34-645

JOWETTS under £100. See page 22. 34-555

JOWETT, 1928 long 4-seater, hood, screens, grid and battery, starter and tyres, etc., in perfect condition, smart car, like new, bargain, £28. Write, Carey, 100 Gt. Suffolk St., S.E.1. 34-m493

JOWETT, late 1927, 2-seater, 28,000 miles, one owner, spares and extra fitments, taxed and insured, £35 for quick sale. Rev. Stanhope, Brightlingsea, Essex. 34-m494

B52 "THE PETROL ENGINE." All about the petrol engine in motorcycles, cars, motor boats, buses, vans, aeroplanes, etc. 3/6 net; 3/10 post free.

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

JOWETT. Lane Motors. 1930 Black Prince saloon, as new, 69 guineas. 208 West End Lane, Hampstead. Open Sunday mornings. 34-627

JOWETT, 1927, long 4-seater, good condition, taxed year, insured October, £25, or offer. 1 Beech Avenue, Upminster. 34-m492

JOWETT, 1926, maroon, long 4-seater, starter, all-weather equipment, sound, rear screen, £12. 42 Court Farm Avenue, Ewell. 34-m521

JOWETT (May, 1930), long saloon, blue, taxed December, under year's running, new tyres, splendid condition, bargain, 68 guineas. Longy's Garage, George Lane, South Woodford, E.18. 'Phone, Wanstead 3119. 34-m539

JOWETT, 1928 7hp coupe, long chassis, excellent order, £30; low deposits, exchanges. Page, 199b Upper Richmond Rd. Putney 7671. 34-876

JOWETT, £3 deposit, 32 guineas cash. 1927 model 7hp 2-seater, repainted blue, carefully used, very exceptional condition, taxed; list free; exchanges. All week-days, including Saturdays, 9-9; Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Hampstead 6041-6. 34-907

LEA-FRANCIS, 1927, drop head coupe, 12hp, £35. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 34-940

LEA-FRANCIS, £66 10. 1928 12-40 sports saloon, very fast, exceptional condition throughout; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 34-850

LEA-FRANCISES, under £100, see page 22. 34-551

M.G. Cookes Motors offer 1932 Magna sports 4-seater, special colour, carefully maintained since new, practically unscratched, £169; terms and exchanges. Open Sundays. 54-6 Brighton Rd., Sutton. 'Phone 3800-1 and 4661. 34-835

M.G. Jarvis, of Wimbledon, for second-hand M.G. bargains.

1932 supercharged Midget, low-chassis Jarvis 2-seater, British racing green, 4-speed gearbox, mileage 5,000, taxed year, £185.

1932 M.G. Magna Jarvis 2-seater, British racing green, excellent condition throughout, £175. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. 'Phone 2526. 34-617

M.G., 1932, Magna sports 4-seater, black-red, superb order, tonneau cover, taxed, £175. Smith, 407 Edgware Rd. 34-607

M.G.s under £100. See page 22. 34-555

M.G. Magna, £187 10s. 1932 sports 4-seater, specially tuned engine, exceptionally fast, as new throughout, genuine bargain; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 34-851

M.G. Magna, 1932, International sports 4-seater, like new, £175. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 34-931

M.G. Magna, 210 guineas. 1932 Foursome coupe, cost £305, sun roof. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 34-929

M.G. Midget 8hp. Stuarts. 1932 special sports folding-head coupe 2-4-seater, brand-new, makers' guarantee, list £265, £189. 29 Vauxhall Bridge Rd., S.W.1. Victoria 1859. 34-840

M.G. Midget, 1932 (July), coachbuilt sports 2-seater, black and blue, mileage 2,600, indistinguishable from new, taxed, special tuned job, fitted 4-speed silent third, remote control gearbox, Ashby steering wheel, Brooklands hub caps, stoneguards on radiator and lamps, electric windscreen wiper, side screens, 2 spare wheels, 80 miles in top, 65 in third, total cost of car £230 17s. 6d., accept, for quick sale, £158. Harold Avery, Ambrose St., Cheltenham. 'Phone 4256. 34-894

M.G. Midget, 1931 sports, like new, black and red, small mileage, £105. Denmans, 132-3 Long Acre, W.C. Open week-ends. 34-949

M.G., 1930 Midget sportsman's coupe, stone guard, carriage lamps, sun roof, excellent condition, one owner, taxed, only done 14,000, £97 10s. Walters and Co., 356 High St., Ponders End, Middlesex. 'Phone, Enfield 0565. 34-1225

M.G., 1930½ Midget 2-seater, blue and cream, large sump, two spare wheels, original tyres, super condition, low mileage. £90. 93 Masons Hill, Bromley, Kent. Ravensbourne 0350. 34-1219

M.G. Midget, late 1929 2-seater, red, recent general overhaul, excellent condition, £65. "Advertiser," Croft, Gernon Rd., Letchworth, Herts. 34-c512

M.G. Midget, 1930 2-seater, colour green, large sump, ribbed drums, definitely in perfect condition and ready for immediate use, taxed, £78. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426. 34-601

M.G. Midget sports 2-seater, registered January, 1930, fully equipped, dash, wire wheels, cycle type wings, smart appearance and exceptionally smart little sports 'bus, worth a visit, £72 10s. Kirk. Below.

M.G. Midget, 1929, 8hp sports, full equipment, cycle type wings, attractive and fast car, £67 10s.; three-months'-written-guarantee; exchanges, terms. 100 other cars. Kirk and Co., 22, 49 Praed St., W.2. (Paddington 6049.) Close 8 p.m. week-days; Sundays, 10 a.m. till 1 p.m. 34-666

M.G. See Naylor and Roots. 50 bargains on page 19. 34-649

M.G. Midget. H. A. Saunders offers 1931 coachbuilt coupe, black and cream, excellent condition, £135. 330 Euston Rd., N.W.1. Museum 4511. 34-797

M.G. Midget, 1930, large sump, one owner, taxed, many extras; this car has been genuinely, carefully maintained, and is far above average condition, 80 guineas. Paul and Co., 51-53 The Mall, W.5. Ealing 4633. 34-809

M.G. Midget, 1932, brand new, unregistered, black and red, makers' guarantee, unrepeatable clearance offer, £142 10s.; list price £165. Harry Nash, 348 King St., Hammersmith. 34-881

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

M.G. Midget, 1930, 2-seater sports, excellent condition, drive away, £75 or offer. Clark, Albion Bungalow, Albion Rd., Cliftonville. 34-m537

M.G. Midget, 1932 2-seater, very small mileage, many extras, practically brand new, bargain £119. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 34-890

M.G. Midget. £10 deposit, 99 guineas cash. Late 1931 sports 2-seater, very carefully used, exceptional condition, year's tax; list free; exchanges. All week-days, including Saturdays 9-9, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Hampstead 6041-6. 34-908

MORGAN Service Depot. Official appointed repairers for the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock, trade supplied. Official agents, Homac's, 243 and 247 Lower Clapton Rd., E.5. Phone, Clissold 9616-9617. zzz-955

MORGAN. Maskell for Morgans Sole London agents, south of the Thames. Spares and overhauls. New and second-hand Morgans always in stock. 6 Station Rd., Camberwell, S.E.5. Brixton 5725. zzz-122

MORGANS. F. H. Douglas, St. Mary's Square, Ealing, W.5, always has a good selection in stock, spares and repairs. Telephone 6470 Ealing. 34-841

MORGAN.

Homacs have for disposal the following guaranteed Morgans:—

1932 super-sports 3-speeds and reverse gear, latest 60 degree o.h.v. J.A.P., starter, geared steering, etc., faultless condition, taxed, £107 10s.

1931 Aero 8hp s.v. J.A.P. M chassis, cycle wings, dip head lights and extra wing lamps, bumpers fore and aft, speedometer, etc., £74 10s.

1926 Aero o.h.v. Anzani, dynamo, s.s. rims, 3 new India tyres, thoroughly overhauled, £27 10s.

1927 Family 8hp w.c. J.A.P., dynamo, f.w.b., sidescreens, good tyres, excellent order, any trial with pleasure, £35 10s.

1927 Family 8hp a.c. J.A.P., dynamo, sidescreen, excellent order throughout, £29 10s.

Exchanges or deferred.

Homacs Official Morgan Service Depot, 243-7 Lower Clapton Rd., E.5. 'Phone Clissold 9616-7. 34-682

MORGAN, 1926, Grand Prix o.h.v. Anzani, taxed and insured, £25. 54 Poplar Grove, New Malden. 34-m477

MORGAN. Steele Griffiths. 1926 Grand Prix 2-seater de luxe, splendid coachwork and engine, new tyres, £25. Abbey House, Victoria St. (facing Westminster Abbey). Victoria 0467-9. Court Showrooms, Camberwell New Rd., S.E.5. Rodney 2201-4. 34-583

MORGAN, 1927 Aero super sports, f.w.b., J.A.P. engine, balloon tyres, new hoods, £10 worth extras, exceptionally smart and fast, £32 10s. M.B. Motors, 336 New Cross Rd., London, S.E.14. 34-730

MORGAN. Broadway Motors offer:—1931 super sports racing J.A.P., bumpers, 6,000 miles only, absolutely as new, spring steering wheels, £80; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 34-789

MORGAN de luxe, £8, J.A.P. full equipment, good order. Barnes, The Garage, 36 Leigham Avenue, Streatham. 'Phone 9221. 34-794

MORGAN, 1924 Grand Prix Special, taxed to December, £8. Below.

MORGAN, 1923 de luxe, water-cooled J.A.P., £9. Exchanges. Page, 199b Upper Richmond Rd., Putney. 7671. 34-878

MORGAN, 1928 Aero, o.h.v. Anzani, f.w.b., geared steering, dynamo, £40. Below.

MORGAN, 1928 Family, J.A.P., f.w.b., starter, geared steering, £37. Low deposits; exchanges. Page, 199b Upper Richmond Rd., Putney. 7671. 34-877

MORGAN.

Naylor and Root, Morgan specialists.

£108. 1932 super sports, 3-speed, starter, etc., choice three.
£85. 1931 super sports, "M" chassis, black and green, fast.
£72. 1931 Aero, o.h.v. J.A.P., "M" chassis, extras, as new.
£69. 1930 super sports, o.h.v. J.A.P., "M" chassis, black.
£65. 1931 Aero, s.v. J.A.P., "M" chassis, extras, as new, taxed.
£59. 1929 super sports, o.h.v. J.A.P., many extras, green.
£58. 1930 Aero, o.h.v. J.A.P., choice three similar cars.
£49. 1929 Aero, s.v. J.A.P., cycle wings, blue, very smart.
£48. 1928 Aero, o.h.v. J.A.P., new tyres, tuned engine, red.
£42. 1928 Aero, o.h.v. Anzani, good tyres, Saxe blue, taxed.
£34. 1927 Aero, s.v. J.A.P., f.w.b., speedo, hood, blue.
£29. 1926 Aero, o.h.v. Blackburne, f.w.b., speedometer, etc., blue.
£28. 1925 Aero, 1927, o.h.v. Anzani, many extras, green and cream.
£39. 1929 de luxe, w.-c. J.A.P., f.w.b., maroon, taxed December.
£35. 1928 Family, o.h.v. J.A.P., new tyres, blue, very smart.
£39. 1929 Family, w.-c. J.A.P., geared steering, speedo, etc.
£28. 1928 de luxe, w.-c. J.A.P., f.w.b., speedo, hood, maroon.
£18. 1926 Family, w.-c. J.A.P. dynamo, good condition, blue.

Generous allowance made for your machine in exchange. Terms for balance over 12 or 18 months. Full list on request.

We claim to have the largest stock of Morgans in England, and, furthermore, that they represent the finest value for money. Never before have you seen such a wonderful range in one showroom.

Naylor and Root, Ltd., Morgan specialists, 248-250 Lavender Hill, Clapham Junction, S.W.11. 'Phone, Battersea 6187-9. Open 9 a.m. to 8 p.m. (Wednesday 1 p.m.); Sundays 10 a.m. to 1 p.m. 34-669

"THE MOTOR MANUAL." 28th Edition. 800th thousand. The standard work on motors motor vehicles and motoring. 2s. 6d. net. 2s. 10d. by post. B53

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

MORGAN!!! £29, £35, £45, choice of three very super family models, all absolutely perfect and taxed. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 34-895

MORGAN. List free. Exchanges. Rowland Smith, below:—

£6 deposit, 65 guineas cash. 1930 super sports, specially tuned racing, o.h.v., J.A.P., black and cream, electric starter, cycle-type wings, straight-through exhausts, reduced steering, one owner, exceptional condition, year's tax.

£3 deposit, 35 guineas cash, late 1928 Family, 8 h.p., water-cooled J.A.P., l.w.b., reduced steering, carefully used, exceptional condition, taxed.

£3 deposit, 25 guineas cash, late 1928 de luxe, 8 h.p., water-cooled J.A.P., electric starter, l.w.b., exceptional condition, taxed.

£3 deposit, 19 guineas cash, 1928 2-seater, practically unworn tyres, very exceptional condition, taxed. Rowland Smith, 78-81 High St., Hampstead. All week-days, including Saturdays, 9-9; Sundays 9-1. Minute Hampstead Tube. Hampstead 6041-6. 34-909

MORGAN, 52 guineas!!! 1929 super sports, cream and green, 10-40 o.h.v. J.A.P.; one of the genuine low supers; terms, exchanges. 368 Hornsey Rd., N.19. Archway 3294. 34-921

MORGAN, 1928, de luxe 2-seater, Blackburn engine, 10hp. £25. Briscoe, 97 Chorley St., Bolton, Lancs. 34-e511

MORGANS. Carlton Garage for Morgans.

1928 super-sports, 10-40 o.h.v. J.A.P., just overhauled, fast, 49 guineas.

1929 de luxe, l.w.b., taxed, good tyres, 25 guineas.

1925 Family, s.v. Blackburne, 23 guineas; another 19 guineas.

Morgan type 3-wheeler, 3-speed, reverse, 17 guineas.

Morgan type T.B. 3-wheeler, 3-speed, reverse, 14 guineas. 208 West End Lane, Hampstead. Open Sunday mornings. 34-626

AERO MORGAN, 1928, 10-40 water-cooled J.A.P., chassis and engine overhauled completely, body recellulosed, now as new, taxed December, bargain at 40 guineas. Campbell Symonds, Harrow Rd., Wembley. Wembley 2332. 34-598

MORRIS Minor. 1930, fabric saloon, blue, first-class condition, highly recommended, A.A. inspection invited £55; hire purchase, exchanges. Taylors, 135 London Rd., Kingston. 1264. zzz-259

MORRIS Minor, £9 deposit, 89 guineas cash. 1932 model, coach-built sunshine saloon, one owner, very carefully used, practically new, year's tax; exchanges. Rowland Smith. Below.

MORRIS Minor, £7 deposit, 72 guineas cash. 1931 model, o.h.v. sports 2-seater, very small mileage, practically new, taxed; list free; exchanges. All week-days including Saturdays 9-9, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Hampstead 6041-6. 34-910

MORRIS Minor, 1932, Family 8 saloon, coachbuilt, 4-doors, sunshine roof, leather upholstery, mileage 4,000 only, positively indistinguishable from brand-new, £115; exchanges, deferred payment. W. E. Humphreys, Ltd., 118-122 Hampstead Rd., N.W.1. 'Phone Museum 9515-6. 34-903

MORRIS 8. Cass's Motor Mart Ltd. (Established 1911). 1932 sports sunshine coupe, grey and blue, £130. Below.

MORRIS 8, 1932 Family 8 sunshine saloon, black and green, mileage 3,000, new condition, £125. Below.

MORRIS Minor, 1932, 2-seater, black and green, mileage 3,000, superb condition, £79; written guarantees, demonstrations free within 50 miles; exchanges, extended payments. Cass's, 5 Warren St., W.1. Museum 0623. 34-870

MORRIS Family 8, 1932, saloon, practically brand-new, £129. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 34-891

MORRIS Minor, 1930-31, Arrow sports 2-seater, exceptionally good condition, £55. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 34-950

MORRIS Minor, 1930, special sports 2-seater, taxed, £60. Park Garage, Skelton's Lane, Leyton. Leytonstone 1437. 34-955

MORRIS Minor, 1932 s.v. 2-seater, very attractive and little used car, licensed and insured, £79. Below.

Morris Minor, 1930 sunshine coachbuilt saloon, good tyres, licensed, £60; also 1931, practically new condition, £75. Below.

Morris Minor, 1930 blue 4-seater, exceptionally good condition, £48; exchanges, self-financed terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 34-685

MORRIS Minor 2-seater, green, taxed Christmas, full comp., June, 1933, mileage only 3,500, private owner, £75. Stewart, 157 Fountain Rd., Tooting, S.W.17. 34-m491

MORRIS Minor. Brooklands Motor Co. offers 1930 tourer, very good condition, £57 10s.; written guarantee; exchanges and private deferred terms. 331 Euston Rd., N.W.1. Museum 3143-4. 34-581

MORRIS Minor. Newnhams, 136-138 Streatham Hill, S.W.2, offer 1931 8hp coachbuilt folding roof saloon, small mileage, practically new condition, £69. 'Phone No., Streatham 8830. 34-577

MORRIS Minor, 1931 2-seater, side valve, £60. R. W. H. Marnis, Ltd., Bridge Street, Walton-on-Thames. 34-573

MORRISES. Newnhams always have an excellent selection of Morrises available; few examples below, but full list on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

1932 Family 8 coachbuilt sliding roof saloon, moderate mileage only, £112.

1930 8hp coachbuilt opening roof saloon, exceptionally nice order, £55.

1929 8hp fabric saloon, blue, beautiful little car, £39.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 34-764

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

MORRIS Minor, 1932 coachbuilt sunshine saloon de luxe, one owner, carefully used, unique deferred terms, £92. 516-522 Streatham High Road, S.W.16. 'Phone Pollards 4444. 34-566

MORRIS Minor. F. G. Smith (Motors), Ltd. Smith-conditioned Morris Minors. 1929 saloons from £55; 1930 saloons from £70; 1931 saloons from £90 with sliding roof; extended payments and trial. High Rd., Goodmayes. 'Phone, Seven Kings 1000 (7 lines). 34-736

MORRIS Minor saloon, £45; blue fabric, taxed, insured, guaranteed 3 months; exchanges, deferred terms; 50 other makes in stock; list free on request. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W.14. 'Phone, Prospect 3332. 34-755

MORRIS Minor. See Naylor and Root's 50 bargains on page 19. 34-651

MORRIS. H. A. Saunders specializes in carefully used Minors. 1932 2-seater, black and green, mileage 5,000, superb condition, £79. 350 Euston Rd., N.W.1. Museum 4511. 34-798

MORRIS Minor, 1931 s.v. folding head saloon, grey, small mileage, taxed, exceptional order throughout, £69 10s. Harry Nash, 348 King St., Hammersmith. 34-882

MORRIS Minors. W.J.C. Motors!!! Several in stock (all types); lowest prices. W.J.C. Motors, 225 Hammersmith Rd., W.6. Riverside 4788. Open Sunday morning. 34-856

MORRIS Minor, 60 m.p.g., 1932 model 4-seater, condition as new, spare wheel, unused, £79 terms, exchanges. Open 9-9, Sundays 10-2. Makin and Harrison, 492 Chiswick High Rd., W.4. Chiswick 0558. 34-828

MORRIS Minor, 1932, Family 8 saloon, colour blue, one owner, very small mileage, absolutely unscratched, £119. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streatham 9520-1. 34-820

MORRIS 1932 Family Eight 4-door coachbuilt sunshine saloon, black and green, low mileage, new condition, £120, year's guarantee; exchanges, deferred. Truscott for Saloons, 173a Westbourne Grove, W.11. Bayswater 4274. 34-816

MORRIS Minor 1930 fabric saloon, licensed December, bumpers, excellent condition, £48. 1 Mount Crescent, Stone, Staffs. 34-m478

MORRIS Minor, £58. Coachbuilt sunshine saloon. 1930, taxed, wonderful condition, only wants seeing, guaranteed. Cleygate Motors, Normandy, near Guildford. 34-m503

MORRIS Minor. A.Z. Motors. 1931 fabric saloon, £65; terms, exchanges. 180 West End Lane, N.W.6. Ham 0523. 34-637

MORRIS Minor 1931 coachbuilt sunshine saloon, o.h.v. model, very little used, £69 10s.; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. 'Phone, Wimbledon 0607. 34-635

MORRIS Minor, £45. 1930 tourer, in perfect order, had one owner; exchanges, terms. Maynards, 241a High Rd., Wood Green. Near Tube. 34-631

MORRIS Minor, 1932 (June) sunshine saloon, green, mileage 5,000, as new, spare unused, one owner, taxed, guaranteed, £100. Below.

1932 2-seater, green, very moderately used, perfect mechanically, clean coachwork, taxed, £75. Below.

1931 (April) coachbuilt sunshine saloon, grey, very sound, one private owner only, guaranteed, £70. Below.

1931 sports 2-seater, black-red lines, special hood, rigid screens, superbly kept, taxed, insured 1933, £70. Below.

1931 2-seater, grey-red leather, one owner, superbly kept, direction indicators, grid, £64. Below.

1930 (August) fabric saloon, blue, serviceable tyres, exceptionally sound and well kept, £50. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sundays 10-1. 34-606

MORRIS Minor, 1929, blue fabric saloon, in excellent condition, £39; exchanges, terms. Yarwoods, Stoneley South, High Rd., Tottenham. 'Phone 3122. 34-599

MORRIS Minor, 1932, run few hundred only, guaranteed, £110. Newnhams, Ltd., 164-166 Fulham Palace Rd., W.6. Fulham 0071. 34-592

MORRIS Minor, 1931, coachbuilt, £65. G.L.M. Motors, 18 Worple Rd., Wimbledon. Telephone, 6026. 34-694

PEUGEOT. F.O.C.H., Ltd. 1931 10hp de luxe 4-door coachbuilt saloon, maroon, l.w.b., superb condition throughout, year's tax, 65 guineas. Below.

F.O.C.H. 1929 model, 7hp 2-seater and dickey, red and cream, new coupe hood and glass side screens, excellent tyres, extremely smart, first-class condition throughout, 29 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 34-642

PEUGEOT. Newnhams, 136-138 Streatham Hill, S.W.2, offer 1929 7-hp coupe, nice condition, tyres excellent, £25. 'Phone No., Streatham 8830. 34-575

RATIER, 90 m.p.h., 1931, supercharged, super sports, 9hp, 1,100 c.c. streamlined 2-seater, in absolutely new condition throughout, very small mileage, just entirely overhauled, taxed year, cycle-type wings, £92 10s.; exchanges or deferred payments. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 34-740

RENAULTS. The following cars carry our usual guarantee. Deferred terms, part exchanges. Welham, Renault sales and service distributor, Surbiton Hill Rd., Surbiton. Elmbridge 1873.

1932 cars, shop-soiled, to clear.

10.8 saloon, 5-seater, maroon, £170.

12.5 6-cylinder saloon, 5-seater, blue, £175.

13.9 Speed Four saloon, 5-seater, blue or maroon, £170.

1928-9 12.5 Monosix saloons, coachbuilt or Weymann, completely overhauled, new batteries, tyres, £45 each.

1927 9-15 tourers, all weather leather upholstery, sidescreens, taxed, £20 to £25 each; choice of three. 34-674

"THE MOTOR SHIP REFERENCE BOOK FOR 1932." An Authoritative Handbook for All Interested in Motor Shipbuilding. 5s. net. 5s. 6d. post free.

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

RENAULT 9, 1929, coachbuilt 4-door saloon, exceptionally nice condition throughout, any trial, £39; exchanges and deferred. Naylor and Root, 25 East Hill, Clapham Junction, S.W.11. 'Phone Battersea 6187-9. 34-660

RENAULT 9hp, 1928, de luxe 4-door saloon, exceptional condition throughout, licensed, bargain at £38; exchanges, self-financed terms. Norringtons, 245 Goldhawk Rd., Shepherds Bush, W.12. Riverside 2365. 34-686

RENAULT 9 4-seater, £10, go anywhere, taxed, insured, guaranteed 3 months; exchanges, deferred terms; 50 other makes in stock; list free on request. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W.14. 'Phone Prospect 3332. 34-752

RENAULTS, under £100, see page 22. 34-553

RENAULT, 9 guineas!!! 1927 4-seater, f.w.b., excellent order; choice of 2. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 34-896

RHODE Hawk, 1929 model, 4-door sports saloon, well equipped, wire wheels. Good tyres, £35; exchanges, self-financed terms. Norringtons, 245 Goldhawk Rd., Shepherds Bush, W.12. Riverside 2365. 34-687

RHODE 10, 1928-9, sports 4-door saloon, £40. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 34-933

RILEY specialists. Write for list of guaranteed used cars to Sussex distributors, Lewes Motors, Lewes. zzz-474

RILEYS. Naylor and Root.

£129. 1930 Biarritz saloon, black and red, beautiful condition.

£128. 1930 Monaco Mark IV saloon, sun roof, absolutely as new.

£105. 1929 Biarritz saloon, tuned engine, wire wheels, very smart.

£89. 1929 Monaco Mark III saloon, several extras, blue, taxed.

£68. 1928 Monaco saloon, tyres excellent, really splendid value.

Generous exchange allowances, deferred terms over 12 or 18 months.

Naylor and Root, Ltd., 25 East Hill, Clapham Junction, S.W.11. 'Phone Battersea 6187-9. 34-661

RILEY 9. A.Z. Motors. 1929 Biarritz saloon, £95; 1929 2-seater, taxed December, £80; exchanges. 180 West End Lane, N.W.6. Hammersmith 0523. 34-639

RILEY, 1931 (late), Monaco saloon, black and green, in perfect condition throughout, with Jarvis guarantee, £170. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon. 'Phone 2526. 34-616

RILEY, 1928, Brooklands special 2-seater, twin carburetters, blue, Triplex screen, hood, taxed year, £125. Smith and Hunter, 407 Edgware Rd. 34-608

RILEY 9, 1930 Monaco, special series, in excellent condition throughout, £135. Newnhams, Ltd., 164-166 Fulham Palace Rd., W.6. Fulham 0071. 34-593

RILEY 9, 1931 plus series sunshine 4-door saloon, very attractive condition, licensed December, £168; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherds Bush, W.12. Riverside 2365. 34-688

RILEY, 1930 model, 9hp Mark IV saloon, very well kept, good tyres, super performance, £120; Three-Months'-Written-Guarantee; exchanges, terms; 100 other cars. Kirk and Co., 22, 49 Praed Street, W.2. (Paddington 6049). Close 8 p.m. weekdays, Sundays 10 a.m. till 1 p.m. 34-667

RILEY, 1929, Monaco saloon, excellent mechanically, nice appearance, good tyres, guaranteed, unique deferred terms, £89. 516-522 Streatham High Rd., S.W.16. 'Phone Pollards 4444. 34-565

RILEY, 1931, 9hp Monaco sliding roof saloon, beautiful car, £175. Below.

1930 9hp Monaco saloon, blue, most attractive throughout, £115. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 34-765

RILEYS, under £100, see page 22. 34-554

RILEY 9 Monaco saloon, 1930, one owner, genuine showroom condition throughout, £130. Paul and Co., 51-53 The Mall, W.5. Ealing 4633. 34-810

RILEY 9 special sports tourer, 1929, very good condition, tonneau cover, etc. Sutton 1190. 34-919

RILEY 9, 1930, Biarritz sun roof saloon, £125; also a Monaco model. Below.

1931 Riley 9 Plus saloon, sun roof, as new, £165. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 34-944

RILEY. Cookes Motors offer 1928 9hp saloon, good chassis, £55; terms and exchanges. Open Sundays. 54-6 Brighton Rd., Sutton. 'Phone 3800-1 and 4661. 34-833

ROVER 10, 1928 4-seater sports, wire wheels, pneumatic leather upholstery, original owner, small mileage, 38 m.p.g., any inspection, £39; exchange motorcycle. Bungalow, Verbena Gardens, St. Peter's Square, Hammersmith. 34-187

ROVER. Newnhams, 136-138 Streatham Hill, S.W.2, offer 1931 10-25hp coachbuilt sliding roof saloon, excellent appearance and sound mechanically, £105. 'Phone Streatham 8830. 34-579

ROVER. See Naylor and Roots. 50 bargains on page 19. 34-649

ROVER, 33 guineas. 1927 10-25 4-door saloon, as new. Short and Glass, Ltd., 52, 54 and 56 Fitzroy St., London, W.1. Open Saturdays 9-6. Museum 8176-8177. 34-755

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ROVERS. Newnhams always have an excellent selection of Rovers available; few examples below, but full list on request; self-financed hire-purchase terms and generous part-exchange allowances arranged.

1931 10-25 Regal coachbuilt sliding roof saloon, maroon, very special offer, £105.

1930 10-25 opening roof Foursome coupe, beautiful order, exceptional opportunity, £72.

1928 10-25 opening roof saloon, maroon, really first-class example, £45.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 34-766

ROVER 9 4-seater, fully equipped, £25; taxed, insured, guaranteed 3 months; exchanges, deferred terms; 50 other makes in stock; list free request. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W.14. 'Phone Prospect 3332. 34-750

ROVERS under £100. See page 22. 34-555

ROVER 10-25, 1928 model saloon, in excellent condition, good tyres, taxed, genuine bargain, £40; exchanges or deferred terms. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. Sloane 8231-2. 34-783

ROVER 10 sunshine saloon, 1928 in 1931 condition, new tyres, £28; another, 1927, 4-seater, £22; another, 1926, £12. 34a Hereford Rd., Westbourne Grove, W.2. 34-m519

ROVER, £55 10s. 1929 2-litre saloon, sun roof, several extras, Triplex all round, unrepeatable bargain; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 34-852

ROVER. J. K. Greenwood and Co., Ltd., offer:—

£36!!! Rover 9 streamlined super-sports 2-seater, taxed, recently re-cellulosed pale blue with red cycle-type wings and chassis, fitted f.w.b., vee screens, concealed hood, 3 nearly new tyres, red leather upholstery, etc., etc., guaranteed. Below.

£35!!! Rover 9 streamlined super-sports 2-seater, taxed, polished aluminium, red, wire wheels, f.w.b., vee screens, concealed hood, good tyres, etc., beautiful condition, economic to run, written guarantee; exchanges, deferred. J. K. Greenwood and Co., Ltd., 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 34-862

ROVER 10, 1930 sunshine saloon, one owner, carefully used, guaranteed, £79. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 34-568

ROVER, 43 guineas; exchanges, terms!!! 1918-9 4-door Riviera sunshine saloon, any test welcome. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 34-897

ROVER 10, £11 deposit, 115 guineas cash. 1932 coachbuilt saloon, maroon, one owner, small mileage, practically brand-new, year's tax, list free; exchanges. All week-days including Saturdays 9-9, Sundays 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Hampstead 6041-6. 34-911

ROVER, £135. 1932 10-25hp Regal model, coachbuilt sun saloon, colour blue, safety glass, bumpers, head cushions, etc., entire car in new condition, taxed year; exchanges, deferred terms. Phillips and Powis (Motors), Ltd., 470-478 Oxford Rd., Reading. 'Phone 2600. 34-917

ROVER, £29!!! 9hp 5-seater touring car in first class mechanical order. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 34-936

ROVER. Cookes Motors offer brand-new shop-soiled 1932 10hp coachbuilt saloon, sunshine roof, etc., at special clearance, £159, makers' guarantee; terms and exchanges. Open Sundays, 54-6 Brighton Rd., Sutton. 'Phone 3800-1 and 4661. 34-838

ROVER 9, 1926 2-seater and dickey seat, excellent condition, £12. Prince Albert Garage, Staines Rd., Sunbury, Middlesex. Telephone, Sunbury 425. Open Sundays. 34-m897

ROVER 10, 1931 coachbuilt sunshine saloon, one owner, nice condition throughout, full equipment, unique deferred terms, £97. 516-522 Streatham High Rd., S.W.16. 'Phone, Pollards 4444. 34-569

ROVER 9, 1926, genuine bargain, first-class condition, £18. 56 Preston Rd., Wembley. 34-12x4

ROVER 10-25, 1932 coachbuilt sunshine saloon, 4 speeds, brand new and unregistered, slightly soiled only, £170. K.J. Motors, Bromley, Kent. (Ravensbourne 3456-7.) 35-270

ROVER 10, 38 guineas. 1928 super-sports 4-seater, cream and red, condition like new, very lively; exchanges deferred. Maynards, 241a High Rd., Wood Green. Near Tube. 34-632

ROVER 10 sports coupe, 1929, black fabric body, brown leather upholstery, red wire wheels, sunshine roof, a particularly clean car and an excellent chassis, taxed, £58. Clapham Automobiles, Ltd., 72 Park Hill, Clapham, S.W.4. Macaulay 4426 34-603

ROVER. J. A. Baxter offers:—

1932 10-25hp Rover 4-door coachbuilt sunshine saloon de luxe, 4-speed model, safety glass, new and unregistered, rear petrol tank, full guarantee; list price £225; genuine bargain, £179.

1932 10-25hp Rover sportsman's sunshine coupe, new and unregistered, rear petrol tank, full guarantee; list price £194; genuine bargain, £155.

1932 10-25hp Rover 4-door coachbuilt sunshine saloon, new and unregistered, rear petrol tank, full guarantee; list price £194; genuine bargain, £155.

6 Spenser St., Victoria St., S.W.1. Victoria 7548-9. 34-596

ROVER 10, 1931 coachbuilt saloon, one owner, wire wheels, sound mechanically, £95; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 34-689

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B55

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ROVER 1932 10-25hp 4-door coachbuilt saloon, 4 speeds, sunshine roof, chromium plating, full dash, bucket seats, wire wheels, luxurious car, in gorgeous condition. £130. Kirk. Below.

ROVER 1931 10-25hp coachbuilt sunshine 4-door saloon, fullest equipment, wire wheels, safety glass, chromium plated, superb condition. Make a call and examine this splendid car. £110. Kirk. Below.

ROVER 1928 10-25hp sunshine saloon, splendidly cared for, all equipment, good tyres, taxed to December, £49; three-months'-written guarantee; exchanges, terms. 100 other cars. Kirk and Co., 22, 49 Praed St., W.2. (Paddington 6049.) Close 8 p.m. week-days; Sundays, 10 a.m. till 1 p.m. 34-668

ROVER 1928 10hp saloon, splendid order. R. W. H. Marris, Ltd., Bridge St., Walton-on-Thames. 34-572

SALMSON. Intending purchasers of second-hand Salmsons are requested to apply to the makers. Up-to-date facilities for repairs offered, large stock of spares. Salmson cars also urgently required for cash. S.M.S., Ltd., Church Wharf, Chiswick, W.4. 'Phone, Chiswick 3531. zzz-171

SALMSON, 1927, super-sports 2-seater, balloon tyres, smart, exceptional performance, £17 10s. 221 Maida Vale, W.9. 34-818

SALMSON, 1926, good condition, starter, fully equipped, £11. Pearce, Hydons Ball, Godalming, Surrey. 34-1217

SALMSON, 1928, 12-24 saloon, splendid condition, chromium plated, £11 tax, bargain, 45 guineas. S.M.S. Ltd., Church Wharf, Chiswick, W.4. 'Phone Chiswick 3531. 34-538

SALMSON, 80 m.p.h., 1929 series, twin overhead camshaft, 9.5hp, Grand Prix super-sports 2-seater, low chassis, safety caps, tax paid, overhauled and specially tuned; 35 m.p.h. first, 60 m.p.h. second gear; 100% condition throughout, guaranteed, £60. C. and K. Motors, 5 Putney Bridge Rd., S.W.18. Putney 2728. 34-745

SALMSONS under £100. See page 22. 34-555

SALMSONS. Vadum Co. specialize in 9.5hp Salmsons, twin camshafts, tuned to 50 m.p.h. in second, effortless high cruising speed, 35-40 m.p.g.; A.A. or R.A.C. inspection welcomed; quarterly insurance; deferred terms; overhauls; good used spares.

45 guineas. 1928 twin camshaft 10.4 saloon, four doors, 4-speeds, good balloons, silent startor, very comfortable roomy car.

49 guineas. 1928¼ underslung streamline Grand Prix, 12-volt starter, V-screens, cowled radiator, large l.w.b., excellent performance.

15 guineas. 1926 o.h.v. sports 2-seater, very clean.

39 guineas. Grand Prix, special engine, ball-bearing crankshaft, 4 speeds, balloons, Vee screens, streamline coachbuilt body.

62 guineas. 1929¾ Graud Prix, low underslung model, really handsome long tail streamline body, Vee screens, five new tyres, taxed December.

Salmsons urgently wanted. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 34-815

SCHNEIDER Sports 4-seater coachbuilt body, 10-40 cutaway driver's side, fast and reliable, £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. 34-941

SCHNEIDER sports 4-seater, 1927 (late), recellulosed blue and black, very good tyres, l.w.b., exceptional engine, 4-speed gearbox, a most economical car for fast touring, £47 10s. Camden Motors, Buck St., behind Camden Town Underground. Gulliver 4089. 34-624

SENECHAL (first reg. 1929) 9hp sports 2-3 seater, fully equipped, streamlined body, large l.w.b.s, cycle type wings, smart and attractive, £29 10s.; exchanges, terms; 100 other cars. Kirk and Co., 22-49 Praed St., W.2. (Padd. 6049). Close 8 p.m. week-days Sundays 10 a.m. till 1 p.m. 34-669

SINGER 9, 1932, sun roof, new, maker's guarantee, cost £167, take £139; hire purchase, exchanges. Taylors, 135 London Rd., Kingston. 1263. zzz-261

SINGER 9 saloon, sun roof, 4 speeds, showroom soiled, cost £167, our price £139. Taylors, 135 London Rd., Kingston. 1263. zzz-260

SINGER, luxurious 9 saloon, 1932, perfectly new, unregistered, sun roof, etc., cost £167 10s.; maker's guarantee; take £135. Clarence Cory, Gosport. 34-m481

SINGER 8 coachwork saloon, super, excellent condition, mileage 11,620; exchange Singer 9 saloon; my car taxed and insured to August, 1933. Write fully, Box 5610, c.o., "The Light Car and Cyclecar." 34-1406

SINGER, 1932 Junior sunshine saloon, black-cream or blue; choice two, new and unregistered, to clear £115. Below.

1927 Junior, 4-seater, dark blue, same private owner since new, mileage 20,000, superbly kept, taxed, £25. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturdays 5, Sundays 10-1. 34-609

SINGER Junior, 1931 8-hp coachbuilt saloon, finished in maroon and cream, in excellent condition throughout, £82. Newnhams, Ltd., 164-168 Fulham Palace Rd., W.6. Fulham 0071. 34-591

SINGER 8 saloon, £32, 1928, 4-door, perfect order, very smart, taxed. 181 The Grove, Goldhawk Rd., W.6. Shepherd's Bush 2230. 34-695

SINGER 10 saloon, £15, 1926, 4-door, perfect order, smart, 35 m.p.g. 181 The Grove, Goldhawk Rd., W.6. Shepherd's Bush 2230. 34-696

SINGER 8 Junior, late 1931 sunshine coachbuilt 4-door saloon, exceptionally attractive condition, licensed December, £75; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 34-690

SINGER, 1930 8hp coachbuilt saloon, sunshine roof, excellent order, £65. Beechings, Ltd., Farnborough, Hants. Telephone, 279. 34-675

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SINGER Junior, 1932, 4-door coachbuilt saloon, sunshine roof, 4-speeds, fullest equipment, all chromium fittings, 2-tone dark blue finish; see this car to appreciate the beautiful condition and value offered; £105. Kirk. Below.

SINGER Junior, 1927, 8hp 4-seater tourer, rigid all-weather equipment, full dash, electric screen wiper, good tyres, very smart appearance, £25; three-months-written-guarantee; exchanges, terms. 100 other cars. Kirk and Co., 22-49 Praed Street, W.2. (Paddington 6049.) Close 8 p.m. week-days; Sundays, 10 a.m. till 1 p.m. 34-670

SINGER, 1928 (late) Junior coachbuilt saloon, perfect condition, £30. Prince Albert Garage, Staines Rd., Sunbury, Middlesex. Telephone, Sunbury 423. Open Sundays. Motorcycles part. 34-m495

SINGER 8, 1927 full 4-seater, full equipment, good hood and screens, etc., £17. Central Auto Service, 15-17 Putney Bridge Rd., Wandsworth. 'Phone, Putney 4466 Open Sundays. 34-m500

SINGER. F.O.C.H., Ltd., 1932 (July), 9hp de luxe 4-door coachbuilt saloon, maroon, sliding roof, f.w.b., hide upholstery, Triplex all round, bumpers, rear petrol tank, one owner, run under 2,000 miles, absolutely brand new, cost £180 in July, 125 guineas. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open Sunday mornings. 34-644

SINGER, brand-new 10hp sunshine coachbuilt saloon, maker's guarantee, list price £199, only one left, £155. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streatham 9520-1. 34-823

SINGER Junior, 1932 8hp 4-door saloon, unregistered, used for few demonstrations only, maker's full guarantee and full equipment, £112 10s. Only one left. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel., Streatham 9520-1. 34-821

SINGER. Cookes Motors offer brand new shop-soiled 1932 10hp de luxe sunshine saloon at special clearance, £150; maker's guarantee; terms and exchanges; open Sundays. 54-6 Brighton Rd., Sutton. 'Phone 3800-1 and 4661. 34-836

SINGER. Cookes Motors offer brand-new shop-soiled 1932 9-hp Kaye Don saloon at special clearance, £149; maker's guarantee; terms and exchanges; open Sundays. 54-6 Brighton Rd., Sutton. 'Phone 3800-1 and 4661. 34-837

SINGER, Cookes Motors offer 1931 Junior saloon, sunshine roof, 4-speed model, rear tank, £75; terms and exchanges; open Sundays. 54-6 Brighton Rd., Sutton. 'Phone 3800-1 and 4661. 34-830

SINGER. See Naylor and Roots. 50 bargains on page 19. 34-649

SINGER, 1930, Junior, good as new, inspection and trial runs invited, £75; taxed to end of year. Kingswill, Kloot Hillfield, Hemel Hempstead. 34-m483

SINGER, 1930, Junior coachbuilt saloon, good mechanically, sound tyres, full equipment, unique deferred terms, £63. 516-522 Streatham High Rd., S.W.16. 'Phone Pollards 4444. 34-567

SINGER.

Whitbys of Acton are old Singer agents. You may be sure of a sound bargain from us.

1930 Singer Junior 8hp 4-door saloon, one careful owner, magnificent condition, £65.

1932 Singer Junior saloon, brand-new, unregistered, list £150, our price £120.

Whitbys of Acton generous exchanges and deferred. 7 The Vale, Acton, London, W.3. 'Phone Shepherds Bush 1513. 34-719

SINGER. Exceptional offer. Fast, specially tuned Kaye Don 9hp saloon, taxed, low mileage, demonstrator, listed £185, carrying our full guarantee, £135.

Murphy, Singer specialists for 8 years. 17 Sheen Lane, S.W.14. Prospect 3303. 34-723

SINGER, brand-new, Junior, 1932, 4-door coachbuilt sunshine saloon, 4-speeds, unregistered, list price £150, exceptional offer, £120; exchanges. Allery and Bernard, 344 Kings Rd., Chelsea. Flaxman 4635. 34-711

SINGERS. Newnhams always have an excellent selection of Singers available; few examples below, but full list on request; self-financed hire-purchase terms and generous part-exchange allowances arranged.

1932 8hp coachbuilt sliding roof saloon, very smart and generally attractive, £105.

1931 8hp coachbuilt sliding roof Foursome coupe, beautiful little car, £72.

1930 8hp tourer, dual blue, really excellent example, £45.

1930 8hp coachbuilt saloon, very exceptional condition throughout, £55.

1927 10-26 tourer, very good appearance and general condition, to clear, £12.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 34-767

SINGER Porlock sports, £62, small mileage, as new, taxed, insured, guaranteed three months; exchanges, deferred terms; 50 other makes in stock; list free on request. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W.14. 'Phone Prospect 3332. 34-754

SINGER Junior saloon, £42, wonderful condition, good appearance, taxed, insured, guaranteed three months; exchanges, deferred terms; 50 other makes in stock; list free on request. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W.14. 'Phone Prospect 3332. 34-756

SINGER, 1929, Junior 4-door coachbuilt saloon, in exceptionally smart and sound condition, fully equipped, taxed, £37 10s., or exchange. 359a Goldhawk Rd., Hammersmith, W.6. Riverside 5115. 34-738

SINGERS under £100. See page 22. 34-555

SINGER Junior 1931 coachbuilt sunshine saloon, finished black and cream, as new throughout, one owner, £85; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 34-965

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SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SINGER Junior, 1931 coachbuilt sunshine saloon, taxed, one owner, condition as new, £82 10s. Paul and Co., 51-53 The Mall, W.5. Ealing 4633. 34-886

SINGER Junior tourer, 1927, excellent condition, tyres practically new, £22 10s.; call after 6. F. C., 72 Halstead Rd., Winchmore Hill, N. 34-m522

SINGER 10. £62 10s. 1930 4-door saloon, as new, another with sun roof, small mileage, absolutely as new, £72 10s.; exchanges, terms. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 34-855

SINGER, £29. Exchanges, terms!! 1928-9 Junior 4-seater, l.w.b., new tyres, excellent condition throughout; also 1927 4-seater, £11. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 34-898

SINGER, Junior, £5 deposit, 52 guineas cash, late 1930 4-seater, one owner, very carefully used, exceptional condition, taxed; exchanges. Rowland Smith. Below.

SINGER, Junior, £3 deposit, 35 guineas cash. Late 1929 2-seater, very good condition, taxed; list free; exchanges. All week-days, including Saturdays, 9-9; Sundays, 9-1. Rowland Smith, 78-81 High St., Hampstead. Minute Hampstead Tube. Hampstead 6041-6. 34-912

SINGER, Junior saloon, unregistered, fully guaranteed (shop-soiled only), limited number, £125 ex works. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 34-928

SINGER 8 tourer, taxed, £25; choice of two. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 34-927

SINGER Junior, 4-door coachbuilt saloon, taxed year, bumpers, direction indicator, spotlight, interior light, door lock, luggage carrier, etc., fully equipped, superb condition throughout, £75. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing W.5. Ealing 4161-2. 34-926

SINGER 10 2-seater, taxed, sound throughout, £9. Chantry Motors, Ltd., 30 Uxbridge Rd., Ealing, W.5. Ealing 4161-2. 34-925

SINGER Junior tourer, 1928, maroon, carefully used, mileage only 16,000, £29. Gray, 22 Burdenshott Avenue, Richmond. Prospect 3005. 34-x125

SINGER 8 1930 saloon, like new, £65. Denmans, 132-3 Long Acre, W.C. Open week-ends. 'Temple Bar 8135-6-7. 34-947

SINGER 8, 1928 c.b. 4-seater, maroon, excellent condition, £28; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 34-960

SINGER 8, 1930 c.b. saloon, dual green, attractive car, £65; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 34-958

S.S. Cooke's Motors offer 2 sports coupes, indistinguishable from brand new. S.S.1, 16hp, colour apple green and black, sunshine roof, £219. S.S.2, 9hp, colour red and black, £159. These are really an exceptional offer; terms and exchanges. Open Sundays. 54-6 Brighton Rd., Sutton. 'Phone 3800-1 and 4661 34-839

STANDARD Little 9, 1932 sunshine saloon, small mileage, one owner, taxed, £119. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel. Streatham 9520-1. 34-824

STANDARD, 1931, Big 9 coachbuilt saloon, wire wheels, sun roof, taxed, £105. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel. Streatham 9520-1. 34-827

STANDARD. Cookes Motors offer 1931 Big 9 de luxe coachbuilt sunshine saloon, 4-speed, safety glass, real leather, bumpers, etc., £115; terms and exchanges. Open Sundays. 54-6 Brighton Rd., Sutton. 'Phone 3800-1 and 4661. 34-832

STANDARD. Naylor and Root.

£155. 1932 Big 9 coachbuilt saloon de luxe, sun roof, etc.; choice two.

£129. 1931 Big 9 de luxe coachbuilt saloon, sun roof, 4-speed, etc.

£125. 1931 Big 9 saloon de luxe, sun roof, leather, new condition.

£98. 1931 Big 9 fabric saloon, wire wheels, black, brown upholstery.

£85. 1930 Big 9 Teignmouth saloon, sun roof, wire wheels, smart.

£59. 1929 long chassis 4-door saloon, good tyres, brown, very clean.

Generous exchange allowances; deferred terms over 12 or 18 months.

Naylor and Root, Ltd., 25 East Hill, Clapham Junction, S.W.11. 'Phone Battersea 6187-9. Open 9 to 8, Sundays 10 to 1. 34-662

STANDARD 9. A.Z. Motors. 1929 Teignmouth long chassis fabric sun saloon, wire wheels, £65; terms, exchanges. 180 West End Lane, N.W.6. Hammersmith 0523. 34-640

STANDARD, 1932, Big 9 coachbuilt sunshine saloon, one owner, good mechanically, sound tyres, guaranteed, £149. 516-522 Streatham High Rd., S.W.16. 'Phone Pollards 4444. 34-563

STANDARD, 1932 Little 9 de luxe special saloon, black and green, £135; best possible deferred terms. The Service Co., 273 High Holborn, Holborn 0666. 34-963

STANDARD, 1932 Little Nine, 4-door coachbuilt sun saloon, one owner, small mileage, condition and appearance as new, £120, or exchange. 339a Goldhawk Rd., Hammersmith, W.6. Riverside 5113 34-739

STANDARDS, under £100. See page 22. 34-558

STANDARD 9, 1928 tourer, exceptional in every respect, £35. Frentzels, 319 Edgware Rd. 'Phone, Padd. 5129 34-873

STANDARD 9, £79 10s. 4-door saloon, sunshine roof, in very good order; exchanges, terms. Ward and Company, 5 Upper Richmond Rd. E. Putney 2818. 34-854

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

STANDARD. 400 Car List post free; new and used cars in stock. Saloons, coupes, sports, landaulets, touring, 2-seaters, etc. Open until 8.30 p.m., week-ends and holidays included. Distance no object. "The Northern Olympia." Better exchanges at Bambers, near Birkdale Station, Southport. 'Phone 66161. (117 The Headrow, Leeds; 16 Cambridge St., Sheffield.) 34-539

STANDARD, 1932 Big Nine coachbuilt saloon, small mileage, otherwise brand new, £159. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 34-892

STANDARD, 1932 Little 9, taxed year, small mileage, as new, £125. Below.

STANDARD 9, 1931 coachbuilt saloon, blue, taxed year, as new, £125. Paul, Sawyer and Co., 72 Gt. Portland St. Museum 1925. 34-886

STANDARD, 1931 (late) Big 9 saloon, black and cream, small mileage, £118; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 34-964

STANDARD, 1932, Big 9 sunshine de luxe saloon, listed £225; blue-cream, Triplex throughout, bumpers, in spotless condition, taxed, £160. Below.

1932 Little 9 sunshine saloon de luxe, 2,000 miles, virtually a new car, maroon-black, bumpers, etc., taxed year, £140. Below.

1932 (February) Little 9 sunshine saloon, black-maroon, perfect mechanically, A.1. lot, taxed, £122. Below.

1931 coachbuilt sunshine de luxe saloon, £225 model, 8,000 miles, Triplex throughout, 4-speed, taxed year, £135. Below.

1930 Teignmouth sunshine de luxe, safety glass throughout, one owner since new, A.1. lot, taxed, £85. Below.

Smith and Hunter, Ltd., 407 Edgware Rd. Ambassador 1011. Evenings 7, Saturday 5, Sunday 10-1. 34-610

STANDARD Big 9, 1931, 6-light sunshine 4-door saloon, fullest equipment, adjustable bucket seats, chromium finish, beautifully kept, good tyres, extremely serviceable and attractive car, £98. Kirk, below.

STANDARD, 1926, 11.4hp de luxe 4-door tourer, leather upholstery, rigid all-weather equipment, clock, speedometer, ready to drive away, £10; exchanges, terms; 100 other cars. Kirk and Co., 22, 49 Praed St., W.2. (Paddington 6049). Close 8 p.m. week-days, Sundays 10 a.m. till 1 p.m. 34-671

STANDARD, Newnhams, 136-138 Streatham Hill, S.W.2, offer 1931 Big 9 coachbuilt sliding roof saloon, one owner, exceptionally good condition throughout, £125. 'Phone number, Streatham 8830. 34-578

STANDARD, 1930, 9 saloon, taxed year, £75. R. W. H. Marnis, Ltd., Bridge St., Walton-on-Thames. 34-571

STANDARD, 1932. Big 9 special saloon, taxed December, small mileage, £160; also 1931 Standard Big 9 fabric special saloon, taxed December, excellent condition, £125. Bruton Garages, Ltd., 4 Blenheim St., New Bond St., W.1. Mayfair 4737. 34-707

STANDARD Big 9, 1929, Teignmouth sunshine saloon, chromium plate, £60. Below.

Standard Big 9, 1930 Aug., Teignmouth sunshine saloon, like new, small mileage, £85; exchanges. Allery and Bernard, 344 Kings Rd., Chelsea. Flaxman 4633. 34-710

STANDARDS. Newnhams always have an excellent selection of Standards available; few examples below, but full list on request; self-financed hire-purchase terms and generous part-exchange allowances arranged.

1932 Big 9 de luxe coachbuilt sliding roof saloon, moderate mileage and most attractive, £159.

1932 Little 9 Mulliner drophead coupe, faultless example, £130.

1930 9hp de luxe coachbuilt sliding roof saloon, exceptional throughout, £95.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 34-768

STANDARD 2-seater, surprisingly good condition, £10; taxed, insured, guaranteed three months; exchanges, deferred terms; 50 other makes in stock; list free on request. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W.14. 'Phone, Prospect 3332. 34-751

SWIFT, 1927, 10hp 4-seater, blue, l.w.b., particularly sound and well-kept, rear screen, taxed, £30. Smith, 407 Edgware Rd. 34-611

SWIFT, 1928, 4-door saloon, taxed, clean condition throughout, £37 10s. Paul and Co., 114 Gt. Portland St. Museum 8464-5. 34-596

SWIFT, 1931, 10hp Palladium saloon, coachbuilt, Magna wheels, leather upholstery, £115. Rose and Young, Ltd., 97 Streatham Hill (facing "Locarno"). Tel. Streatham 9520-1. 34-826

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SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued)

SWIFTS. Newnhams always have an excellent selection of Swifts available; few examples below, but full list on request; self-financed hire purchase terms and generous part-exchange allowances arranged.

1931 10hp fabric saloon, first-class appearance, etc.; amazing value, £99.

1930 10hp Fleetwing sports sliding roof saloon, beautiful condition throughout, £89.

1930 10hp tourer, maroon, particularly smart and excellent mechanically, £78.

1929 10hp Paladin coachbuilt sliding roof saloon, very exceptional car, £65.

1928 10hp Nomad saloon, fitted several extras, excellent example, £48.

1927 10hp 2-seater, maroon, one owner, and most attractive, £19. Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 34-769

SWIFTS under £100. See page 22. 34-555

SWIFT. See Naylor and Roots. 50 bargains on page 19. 34-649

SWIFT, 1930, sportsman's sunshine coupe, taxed, recellulosed, £87 10s. Paul and Co., 51-53 The Mall, W.5. Ealing 4633. 34-808

SWIFT, 1928, 2-seater, duo colour red and black, wire wheels, exceptionally clean, new hood, £23 10s. Barnikels, 1-2 Kirchen Rd., W. Ealing. 34-923

SWIFT, 1930, Fleetwing 10 special sports saloonette, £85. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 34-930

SWIFT, 1931, saloon, black and red, in excellent condition, one owner, £98; best possible deferred terms. The Service Co., 273 High Holborn. Holborn 0666. 34-959

SWIFT, 1928-9, 4-door saloon, one owner, exceptionally smart, £35; taxed. 221 Maida Vale, W.9. 34-819

SWIFT, 1927-28, guaranteed saloon, 10hp, dynamo, starter, magnificent bargain, 29 guineas; £10 down, 10s. weekly, motorcycle part. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 34-647

SWIFT. A.Z. Motors. 1928 10hp fabric saloon, £45; 1927 coachbuilt saloon, £35; both in excellent condition; terms, exchanges. 180 West End Lane, N.W.6. Hammersmith 0523. 34-641

SWIFT 10 4-seater, cellulosed dual colours, very fast, £38; taxed, insured, guaranteed 3 months; exchanges, deferred terms; 50 other makes in stock; list free on request. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W.14. 'Phone Prospect 3332. 34-753

TALBOT 10-23hp 4-seater; this car is in beautiful condition inside and out, good tyres, taxed December, rear screen, many extras, chauffeur-kept, 26 guineas. Camden Motors, Buck St. (behind Camden Town Underground) Gulliver 4089. 34-625

TALBOT, 1926, 10-23 2-seater, exceptional condition mechanically, £40. Leeds and Oxley, 1a Maida Hill West, W.2. Paddington 3843. 34-918

TALBOT 8hp 2-seater, 1923, repainted, excellent condition, £10. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 34-951

TALBOT. A.Z. Motors, 10-24 2-seater, repainted, good runner, £20; terms, exchanges. 180 West End Lane, N.W.6. Hammersmith 0523. 34-636

TALBOT, £16. 8hp 2-seater, c.l., new tyres. 4 Albury Avenue, Allens Estate, Isleworth. 34-1373

TRIUMPH. Authorized main dealers. Immediate delivery of all models. New and second-hand in stock; exchange and deferred terms if desired. Beechings, Ltd. Farnborough, Hants. Telephone 279 zzz-719

TRIUMPH. Bablake Garage, Ltd., Queen Victoria Rd., Coventry (The Midland Triumph specialists) solicit your custom. You can't beat Bablake Garage, Ltd., for new or used models. Used Triumphs urgently wanted in exchange for any car. zzz-75

TRIUMPH, 1932 super 9 saloon de luxe, perfect condition, £140.

TRIUMPH, 1932 super 7 pillarless saloon, sliding roof, very small mileage, £125. Imperial Garage, Winchester. 34-k773

TRIUMPHS under £100. See page 22. 34-555

TRIUMPH, 1930 super 7 2-seater, low mileage, four new tyres, £67 10s., or exchange late Austin 7 tourer (cash adjustment). 90 Kenton Lane, Kenton. 34-m482

TRIUMPH 8, 1930 de luxe saloon, good condition, 50 guineas cash. The Beeches, Colman Hill, Cradley, Staffs. 34-m489

TRIUMPH super 7 saloon, exceedingly nice condition throughout, £38; exchanges and deferred terms. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. 'Phone, Wimbledon 0607. 34-633

TRIUMPH 8, shop-soiled 1932 pillar-less 4-door sunshine de luxe saloon, as brand new, original list price £169 10s.; our price £122 10s.; exchanges, terms. Norringtons, 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2365. 34-691

TRIUMPH, 1930 7hp fabric saloon, blue, good tyres, tax paid, splendid order, £60. Beechings, Ltd., Farnborough, Hants. Telephone, 279. 34-676

TRIUMPH. Newnhams, 136-138 Streatham Hill, S.W.2 offer 1932 super 7 de luxe coachbuilt saloon, real leather, safety glass, etc., really excellent condition, £108. 'Phone No., Streatham 8830. 34-576

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

TRIUMPH, 1930 super 7 2-seater, two shades of blue, very lively and exceptionally pretty, £55. M.B. Motors, 336 New Cross Rd., London, S.E.14. 34-731

TRIUMPH, 1930 fabric saloon, nice condition, lighting and starting O.K., bargain, £55. 778b London Rd., Thornton Heath. 'Phone, 3456. 34-708

TRIUMPH 7, in really first-class order, £55, taxed, insured, guaranteed 3 months. Exchanges, deferred terms. Fifty other makes in stock. List free request. Andrews Automobiles, 37 Sheen Lane, Mortlake, S.W.14. 'Phone, Prospect 3332. 34-749

TRIUMPHS. Newnhams always have an excellent selection of Triumphs available; few examples below, but full list on request. Self-financed hire-purchase terms and generous part-exchange allowances arranged.

1932 super 7 coachbuilt sliding-roof saloon, most attractive throughout, £112.

1932 super 7 tourer, blue, moderate mileage and perfect, £105.

1931 super 7 de luxe coachbuilt sliding roof saloon, first-class example, £85.

1930 super 7 fabric saloon, brown, beautiful little car, £58.

Newnham House, 237 Hammersmith Rd., London, W.6. Riv. 4646. 34-770

TRIUMPH, 1932 super 7 4-door saloon, new and unregistered, accept £125 quick sale. Whitleys, 7 The Vale, Acton, London, W.3. 34-718

TRIUMPH 7, 1929, 4-seater, full equipment, recently overhauled, exceptional condition, £38. Central Auto Service, 16-17 Putney Bridge Rd., Wandsworth. 'Phone Putney 4466. Open Sundays. 34-m499

TRIUMPH. Broadway Motors offer:—1930 saloon, one owner, perfect throughout, £67 10s.; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 34-791

TRIUMPH. H. A. Saunders for carefully used Triumphs.

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1932 9hp 4-door saloon, leather upholstery, bumpers, sliding roof, negligible mileage, as new, £149. 330 Euston Rd., N.W.1. Museum 4511. 34-796

TRIUMPHS, £95!!! 1931 7hp de luxe coachbuilt saloon, 8,000 miles only, as new.

£110!!! 1931 Scorpion de luxe coachbuilt sunshine saloon, engine completely overhauled.

£145!!! 1932 9hp de luxe 4-door coachbuilt sunshine saloon, used for demonstration purposes only, list £197 10s.

Morgan Hastings, Ltd., The Triumph distributors, 95 New Bond St., W.1. (Mayfair 5323), and 212 New Kings Rd., S.W.6. (Putney 7611). zzz-299

TRIUMPH, 1932, 12hp 6-cyl. specially tuned Scorpion fitted, coachbuilt Abbey sports 4-seater body, mileage 4,000, absolutely unmarked, cost £235, genuine bargain, £150; also

TRIUMPH, 1929-30, 7hp coupe, excellent condition throughout, £39; exchanges, deferred. Bartlett, 27a Pembridge Villas, Notting Hill Gate. 34-811

TRIUMPH. Basil Roy offers 1931 7hp 2-seater de luxe, in exceptionally good condition, tax paid to December 31st. £82 10s.

Basil Roy offers 1932 7hp 4-door pillarless saloon, finished black and green, mileage negligible, condition as new, tax paid to December 31st, £130.

Basil Roy offers 1930 7hp tourer de luxe in exceptionally good condition, tax paid for the year, £62 10s.

Basil Roy offers 1930 7hp Triumph coachbuilt saloon, de luxe, in very nice condition, £77 10s. 161 Gt. Portland St., W.1. Welbeck 1138-9. 34-815

TRIUMPH, 1931, super-7 de luxe, dual tone, grey and biege leather upholstery, one owner, taxed year, in perfect condition throughout. Sutton 1190. 34-920

TRIUMPH. See Naylor and Roots. 50 bargains on page 19. 34-649

TROJANS. Always several in stock. Send for details. Lewes Motors, Lewes, Sussex. zzz-475

VERNON-DERBY. J. K. Greenwood and Co., Ltd., offer:—

£57 10s.!!! Vernon-Derby 9hp streamlined super-sports 2-seater, taxed, low underslung body, finished black and green, f.w.b., well-base wire wheels, balloon tyres, helmet cycle-type wings, vee screens, 4-speeds, louvred bonnet, etc., recently rebored and Aerolite pistons fitted, and entirely reconditioned at cost of over £16!!! In really nice condition throughout; written guarantee; exchanges, deferred. 30 and 30a Highgate Rd., N.W.5. Gulliver 2251-2. 34-861

WINDSOR, 1927, 10.8hp 4-seater, balloon tyres, f.w.b., 4-speed gearbox, good all-weather equipment, mechanically excellent throughout, good appearance, taxed December, 30 guineas. Read and Bennett, 40 Linhope St., Upper Park Place, N.W.1. Paddington 9550. 34-922

WOLSELEY, £145, 1932 Hornet 4-door coachbuilt sunshine saloon de luxe, very carefully driven by one owner, small mileage, taxed. Morgan Hasting, Ltd., 95 New Bond St., W.1 (Mayfair 5323), and 212 New King's Rd., S.W.6 (Putney 7611). zzz-273

WOLSELEY Hornet 1932 Swallow special 2-4-seater, coachbuilt, shop-soiled condition only, £165. Denmans, 132-3 Long Acre, W.C. Open week-ends. Temple Bar 8135-6-7. 34-935

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SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

WOLSELEY Hornet 1931 saloon, coachbuilt, sun roof, Triplex glass, practically new, 105 guineas. Denmans, 132-3 Long Acre, W.C. 34-943

WOLSELEY Hornet coachbuilt saloon, 1930 (July), taxed, exceptionally good condition, £70. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 34-952

WOLSELEY Hornet, fabric saloon, 1930 (late), excellent condition, £60. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 34-953

WOLSELEY Hornet. Cookes Motors offer brand-new shop-soiled 1932 saloon de luxe safety model, unused, special clearance, £175; terms and exchanges. Open Sundays. 64-6 Brighton Rd., Sutton. 'Phone, 3800-1 and 4661. 34-834

WOLSELEY Hornet. Cookes Motors offer:—1930 6-cylinder coachbuilt saloon, original condition, bargain, £63; terms and exchanges. Open Sundays. 54-6 Brighton Rd., Sutton. 'Phone, 3800-1 and 4661. 34-831

WOLSELEY Hornet 1932 4-door coachbuilt sunshine saloon, maroon-black, negligible mileage, absolutely as new, taxed year, £160. Smith and Hunter, 407 Edgware Rd. Ambassador 1011. 34-612

WOLSELEY, 1932 6-cylinder Hornet 4-door coachbuilt sunshine saloon, mileage only 7,000, makers' guarantee, really splendid condition, genuine bargain, £149. Baxter, 6 Spenser St., Victoria St., S.W.1. Victoria 7548-9. 34-597

WOLSELEY Hornet 1932 saloon, taxed year, mileage 9,000, as new, £155. Below.

WOLSELEY Hornet, 1931, coachbuilt sun de luxe saloon, Magna wheels, blue, exceptional condition, £95. Paul and Co., 114 Gt. Portland St. Museum 8464-5. 34-594

WOLSELEY, 1930 Hornet saloon, first-class condition, £70. H. and A. Motors, 69 Church Rd., Upper Norwood. Livingstone 3393-4. Open Sundays 11-1 p.m. 34-732

WOLSELEY 1931 Hornet coachbuilt sun saloon, small mileage, one owner, perfect condition and appearance, many extras, taxed and insured to December, £85, or exchange.

339a Goldhawk Rd., Hammersmith, W.6 Riverside 5113. 34-737

WOLSELEYS under £100. See page 22. 34-555

WOLSELEY McEvoy Special Hornet, 1931 ultra sports 2-seater, 80 m.p.h., new Dunlops, indistinguishable from new, cost £240, remarkable bargain, £115; terms, exchanges. Speechleys, 395 Edgware Rd., Paddington, W.2. Telephone, Ambassador 1300. Open all the week 9-8, Sunday 9-1. 34-860

WOLSELEY. See Naylor and Roots. 50 bargains on page 19. 34-649

WOLSELEY Hornet, £74 10s. 1930 coachbuilt saloon, one owner, as new throughout. Below.

WOLSELEY Hornet, £99 10s. 1931 sports 2-seater, tuned engine, most attractive and fast. Below.

WOLSELEY Hornet, £87 10s. 1931 saloon, taxed, small mileage, super condition throughout. Ward and Co., 5 Upper Richmond Rd., E. Putney. 2818. 34-855

WOLSELEY Hornet, 1932, special Daytona model, mileage 1,000, otherwise brand-new, taxed, bargain. Lionel H. Pugh, 56 South Molton St., W.1. Mayfair 4433. 34-895

WOLSELEY 10, £6. 2-seater and dickey, everything working, good as new, any trial. Barnes, The Garage, 36 Leigham Avenue, Streatham. 'Phone 9221. 34-795

WOLSELEY Hornet. Broadway Motors offer:—1931 saloon, large body, sun roof, taxed year, immaculate order, £95; choice of 2. Below.

1931 Wolseley Swallow 2-seater, taxed, perfect condition, many extras, £135. Below.

1932 Wolseley Hornet Swallow close coupled 4-seater, 4,000 miles only, blue with cream wheels, taxed year, many extras, £175; motorcycles in part. 18 and 19 Woodstock St., Oxford St., W.1. Mayfair 5489. 34-792

WOLSELEY. W.J.O. Motors!!! 1931 Hornet sunshine coachbuilt saloon, colour blue, faultless condition throughout, £89; several other Wolseley Hornets (all types) in stock; terms, exchanges. W.J.O. Motors, 225 Hammersmith Rd., W.6. Riverside 4788. Open Sunday morning. 34-857

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SINGER. Spikins (Twickenham), Ltd., all models in stock. zzz-27

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HIRE-PURCHASE. If you have entered into a hire-purchase agreement and do not wish to continue, we can offer immediate settlement (without liability and in confidence), and pay you the balance in cash. All week-days, including Saturdays, 9-9; Sundays, 9-1. 78-81 High St., Hampstead. Minute Hampstead Tube. Hampstead 6041-6. zzz-294

TRIUMPH cars of recent date urgently wanted. Highest prices paid. Hire-purchase accounts settled. Lambs, Ltd. 245 High Rd., Ilford (Ilf. 0038), and opposite Hoe St. Station, Walthamstow (Wal. 2525). 34-137

WANTED for spot cash, Austin 7s, Riley and M.G. Midgets. Golly's Garage, Ltd., 111a Earl's Court Rd., S.W.5. Frobisher 0063. zzz-735

WANTED—Cars (continued).

KIRK AND CO. "Safety First—Sell at Kirks." Paddington and Highbury Depot.

KIRK AND CO. invite you to call to-day for our price without obligation. Highbury Depot.

KIRK AND CO. specialize in Morgans and urgently require super-sports models. Paddington Depot.

KIRK AND CO. guarantee the best price for the right "job." Don't delay. Call to-day. Highbury Depot.

KIRK AND CO. very urgently require Morgans and B.S.A. 3-wheelers. Call to-day. Paddington Depot.

KIRK AND CO. must also have immediately a number of sports cars. Call to-day. Highbury Depot.

KIRK AND CO. want Senechals, Amilcars, Salmsons; top prices paid. Call to-day. Paddington Depot.

KIRK AND CO. want Austin Sevens, Jowetts, Triumphs, Morris Minors. Call to-day. Highbury Depot.

KIRK AND CO. urgently require one hundred light cars of all kinds. Call to-day. Paddington Depot.

KIRK AND CO. will definitely purchase your cyclecar or 3-wheeler. Call to-day. Highbury Depot.

KIRK AND CO. mean to have more stock and will pay the price for it. Call to-day. Paddington Depot.

KIRK AND CO. Have you a 1925-6-7 Aero Morgan? We will purchase it. Call to-day. Highbury Depot.

KIRK AND CO. offer a special opportunity to dispose of Morgans, etc. Call to-day. Paddington Depot.

KIRK AND CO. Remember we absolutely guarantee the highest price. Call to-day. Highbury Depot.

KIRK AND CO. Write, 'phone or call, or we will collect free anywhere in British Isles. Paddington Depot.

KIRK AND CO., 22, 49 Praed St., W.2 ('Phone, Paddington 6049, 6892); and 28, 30, 32 Highbury Corner, N.5 ('Phone, North 4784). Hours of business: 9 p.m. week-days; Sundays 10 a.m. until 1 p.m. 34-672

AUSTIN cars of recent date urgently wanted. Highest prices paid. Hire-purchase accounts settled. Lambs, Ltd., 245 High Rd., Ilford (Ilf. 0038-9), and opposite Hoe St. Station, Walthamstow (Wal. 2525). 34-144

M.G. Midget cars of recent date urgently wanted. Highest prices paid. Hire-purchase account settled. Lambs, Ltd., 245 High Rd., Ilford (Ilf. 0038), and opposite Hoe St. Station, Walthamstow (Wal. 2525). 34-143

THE LIGHT CAR CO. do pay highest prices for used cars. Call or send details. 404 Euston Rd., N.W.1. Museum 2122. zzz-919

CASS'S MOTOR MART, LTD. (Established 1911), will purchase any modern light cars; cash on sight. Call, 'phone or write, 5 Warren St., W.1. Museum 0623. zzz-329

WOLSELEY Hornet cars of recent date urgently wanted. Highest prices paid. Hire-purchase account settled. Lambs, Ltd., 245 High Rd., Ilford (Ilf. 0038), and opposite Hoe St. Station, Walthamstow (Wal. 2525). 34-136

A good light car or 3-wheeler wanted immediately; cash waiting. Chidley, 579b High Rd., Tottenham. 'Phone 2920. 34-899

SMALL saloon or open car for cash. 24 St. Peter's Grove, Hammersmith. Riverside 4652. 34-954

WANTED, Jowett or Talbot 2-seater. Scanlan, White House, St. Peter's Lane, Canterbury. 34-m535

AUSTIN 7s urgently wanted for spot cash. Humphreys, Ltd., 118-122 Hampstead Rd., N.W.1. (Two minutes Euston Station.) 'Phone, Museum 9515. 34-902

AUSTIN 7s. If in really good condition, you will get the best price at Humphreys, Ltd., 118-122 Hampstead Rd., N.W.1. (Two minutes Euston Station.) 'Phone, Museum 9515. 34-900

MORRIS Minors urgently wanted for spot cash. Humphreys, Ltd., 118-122 Hampstead Rd., N.W.1. (Two minutes Euston Station.) 'Phone, Museum 9515. 34-901

H. F. EDWARDS AND CO., LTD., 175 Gt. Portland St., W.1, offer immediate cash and absolutely best price for any modern light car; distance no object. Call, write or 'phone, Welbeck 4161. zzz-515

ROVER cars of recent date urgently wanted. Highest prices paid. Hire-purchase accounts settled. Lambs, Ltd., 245 High Rd., Ilford (Ilf. 0038), and opposite Hoe St. Station, Walthamstow (Wal. 2525). 34-140

F.O.C.H. urgently require light cars. Spot cash. Highest prices. Bring or write. Below.

JOWETTS. F.O.C.H. definitely pay highest prices. Spot cash. F.O.C.H, Ltd., 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays, 9-1. zzz-606

SINGER cars of recent date urgently needed. Highest prices paid. Hire-purchase accounts settled. Lambs, Ltd., 245 High Rd., Ilford (Ilf. 0038), and opposite Hoe St. Station, Walthamstow (Wal. 2525). 34-139

THE SERVICE CO., 273-4 High Holborn, London, urgently want light cars of recent date. Best cash prices given. zzz-611

MANCHESTER. Wanted for cash, B.S.A. 3-wheelers, M.G. Midgets, Morris Minor s.v. 2-seaters, Austin 7 Cup models, Arrow and Abbey foursomes, Stadium 2-seaters and super Aero Morgans. Best cash prices given; distance no object; hire-purchase accounts settled. Call, write or 'phone, Blackfriars 9382. Joseph Rhind and Co., 258 Deansgate, Manchester. zzz-18

B62 "THE MOTOR SHIP REFERENCE BOOK FOR 1932." An Authoritative Handbook for All Interested in Motor Shipbuilding. 5s. net. 5s. 6d. post free.

WANTED—Cars (continued).

STANDARD cars of recent date urgently wanted. Highest prices paid. Hire-purchase accounts settled. Lambs, Ltd., 245 High Rd., Ilford (Ilf. 0038), and opposite Hoe St. Station, Walthamstow (Wal. 2525). 34-138

RILEY cars of recent date urgently wanted. Highest prices paid. Hire-purchase accounts settled. Lambs, Ltd., 245 High Rd., Ilford (Ilf. 0038), and opposite Hoe St. Station, Walthamstow (Wal. 2525). 34-141

MORRIS cars of recent date urgently wanted. Highest prices paid. Hire-purchase accounts settled. Lambs, Ltd., 245 High Rd., Ilford (Ilf. 0038, and opposite Hoe St. Station, Walthamstow (Wal. 2525). 34-142

FIAT 8hp, 1928, 4-door tourer. Saker, 79 Upland Rd., E. Dulwich, S.E.22. 34-m334

WANTED, Standard saloon, late model. 69 St. Paul's Ave., Willesden Green, London. 34-866

NEWNHAMS want unlimited number of recent cars for cash, or in exchange for any new or used models; best possible prices offered. 237 Hammersmith Rd., W.6. Riverside 4646. 34-776

RECENT Morris models urgently required; exceptional prices offered. Newnhams, 237 Hammersmith Rd., W.6. Riv. 4646. 34-777

RECENT Rover models urgently required; exceptional prices offered. Newnhams, 237 Hammersmith Rd., W.6. Riv. 4646. 34-778

RECENT Standard models urgently required; exceptional prices offered. Newnhams, 237 Hammersmith Rd., W.6. Riv. 4646. 34-779

RECENT Triumph models urgently required; exceptional prices offered. Newnhams, 237 Hammersmith Rd., W.6. Riv. 4646. 34-780

ANDREWS AUTOMOBILES will pay really good prices for light cars in reasonable condition, distance no object. 37 Sheen Lane, Mortlake, S.W.14. 'Phone, Prospect 3332. 34-760

WANTED, 1927 Austin 7 tourer, must be in good condition. C. Forshaw, 4 Alfriston Rd., Seaford. 34-m480

HIGHEST prices!!! Morgans, Austins, B.S.A. 3-wheelers, Jowetts, Standards, Rileys, Hornets. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 34-646

NORRINGTONS. The big cash buyers of small cars. All makes and models entertained. Purchase on sight. Call or communicate. 245 Goldhawk Rd., Shepherd's Bush, W.12. Riverside 2363. Open Sunday mornings. 34-692

MORGAN or B.S.A. three-wheeler. Will purchase outright for cash. Call, 245 Goldhawk Rd., Shepherd's Bush, W.12. 34-693

WANTED, Austin 7 saloon or tourer, any condition, cash. Write, Earl, 75 Heath St., Hampstead, N.W.3. 34-679

WANTED, M.G. Midget, 1931-2, spot cash. Write, Earl, 75 Heath St., Hampstead, N.W.3. 34-678

W.-C. Anzani-engined Morgans, any year, any condition. F. H. Douglass, St. Mary's Square, Ealing. Telephone 6470. 34-842

LIGHT VANS AND PARCELCARS.

AUSTIN 7, 1929 van in good condition, £30. Moss, Park St., Luton. 34-1310

1927 Austin 7 van, recent overhaul, bargain, £20. Frentzels, 319 Edgware Rd. 'Phone, Padd. 5129. 34-814

CARAVANS, TRAILERS, ETC.

ANGELA CARAVANS. New and second-hand models in stock; caravans taken in part exchange. Angela Caravan Co., Flamstead, near St. Albans. zzz-199

RICE folding caravans for roominess, airiness, general comfort and first-class equipment.

RICE folding caravans for safety, easy towing and care-free driving with small cars; 2-berth 69 guineas, 3-berth 88 guineas.

SIR ALAN COBHAM has used five of these caravans continuously for his strenuous daily trek covering thousands of miles in a few months, even behind an Austin 7. A more rigorous gruelling than any ordinary use.

RICE CARAVANS, LTD., Gargrave, Yorks. Ask for end-of-season bargain list. zzz-280

BATTERIES—ACCUMULATORS.

LUCAS, C.A.V., Rotax Service Station. (Props., Cox and Co.)

ELECTRICAL service, large stocks, replacements, exchanges; immediate delivery, low prices.

CAMDEN TOWN: 91 Bayham St. 'Phone, Gulliver 4461-4.
PUTNEY: 158 Felsham Rd. Putney 6193-4.

KINGSTON-ON-THAMES: Elton Rd. Kingston 3557-8.

BECKENHAM: Chaffinch Rd. (opposite Clock House). Beckenham 1146-7.
CROYDON: Park St. Fairfield 4069. zzz-203

BATTERIES (continued).

GENERAL MOTOR AND TYRE CO.

NEW car starter and lighting batteries, assorted makes by all well-known makers, all other types in stock.

GUARANTEED 12 months. All types can be supplied. Please state year and make of car. Carriage forward.

BABY AUSTIN, 6-volt, 60 a.h., 19s.

MORRIS-COWLEYS, 1927 onwards, 12-volt, 54 a.h., 42s.; 1925-6 long type, 12-volt, 40 a.h., running board, 48s.

MORRIS Minor Jowett, etc., 6-volt, 72 a.h., 26s. 6d.

FORD and Chevrolet, 6-volt, 88 a.h., 29s. 6d.

MORRIS-OXFORD, 1927 onwards, 12-volt, 72 a.h., 47s.; 1925-6 long type 12-volt, running board, 60 a.h., 60s.

CHRYSLER (Buick, etc.), 6-volt, 100 a.h., 35s.

MOTORCYCLE, 6½-in. by 4¼-in. by 3½-in., 6-volt, 12 a.h., 12s. 6d.

FULLY guaranteed.

AUSTIN 7, 6-volt, 40 a.h., 14s.

MORRIS-COWLEY, 12-volt, 40 a.h., 35s.

MORRIS-OXFORD, 12-volt, 60 a.h., 42s.

MORRIS Minor, 6-volt, 60 a.h., 21s.

CHEVROLET, 6-volt, 60 a.h., 25s. 6d.

FORD, 6-volt, 75 a.h., 25s.

BUICK, 6-volt, 90 a.h., 28s.

BATTERIES despatched fully charged and ready for use at 2s. each for 6-volt and 3s. 6d. for 12-volt. No waiting. Carriage forward, on 7 days' approval.

COVERS supplied for Austin 7s., 3s.; Morris Minor, 3s.; Morris-Cowley, 3s. 6d.; Morris-Oxford, 4s. 6d.; and long-type Morris, 7s. Holding-down bolts, 1s. 8d. pair, automatically fitted to all standard cars in a few minutes.

BATTERY service station. Any type or make of battery charged and repairs of every description undertaken, starter batteries loaned to customers whilst own is under repair.

GENERAL MOTOR AND TYRE CO., 65-83 Queen St., Hammersmith, W.6. 'Phone, Riverside 6388 (7 lines). Grams, "Tyrepresso, Hammer, London." And.

370-372 GRAY'S INN RD., King's Cross, London, W.C.1. 'Phone Terminus 4429 (3 lines). 'Grams, "Tyrepresit, Kincross, London. zzz-

13s. 9d. Special offer guaranteed 6-volt batteries for Austin 7 and Morgan, all types at similar keen prices. Murphy, 17 Sheen Lane, S.W.14. Prospect 3303. 34-724

MARBLE ARCH MOTOR SUPPLIES, LTD., for batteries for all makes actually in stock ready charged.

AUSTIN 7, 13s. 6d. Morris, 19s. 6d. Morris-Oxford, 39s. 6d.

FOR Ford and most American cars, 25s.

CHEAPEST in the trade. Send for list.

MARBLE ARCH MOTOR SUPPLIES, LTD., 133-135 Edgware Rd., W.2. 34-715

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YOURS for £14. Taylor-Austin 2-seater bodies, smartest and roomiest made, a few unfinished, fit 1928-9-30 chassis. Taylors, 135 London Rd., Kingston. 1263. zzz-262

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STEEL garage bargains, 10 ft. by 6 ft., at special low price of £8 12s. 6d., free on rail, cash with order. Pinders Metal Works, 26 Lordship Lane, Tottenham, N.17. 34-206

CAR PAINTING.

PAINTING or cellulosing, just a smarten up or a high-class job. Austins, £2 10s.; repairs, overhauling. Armstrong, 4 Leysfield Rd. (near "Seven Stars"), Shepherd's Bush. 'Phone 1577. 34-586

CARPETS, MATS, ETC.

CARPETS and mats for all cars in coco-nut fibre, hair or pile carpets, etc. Order, stating fully requirements, direct from the makers. The Car Mat Co. (Established 1880), 146-150 Portobello Rd., London, W.11. Tel., Park 2703. zzz-834

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ALLEN AND DORSETT for British transparent polished celluloid, 20/1000 thickness, 55 by 24, 5s. 6d.; 50 by 20, 5s.; 58 by 18, 5s.; 50 by 16, 4s. 6d.; carriage paid. 63-65 Aslett St., Wandsworth. zzz-844

STAPLES for fixing celluloid without sewing. See Bontop, under "Hoods and Screens." zzz-296

MARBLE ARCH MOTOR SUPPLIES, LTD.

CELLULOID, best quality crystal clear, 55 by 24, 3s. 9d. Extra heavy quality, 4s. 11d. Post 6d. Any size quoted for.

MARBLE ARCH MOTOR SUPPLIES, LTD., 133-135 Edgware Rd., W.2. 34-717

"HOW TO DRIVE A CAR." 12th Edition. A complete guide to the finer points of car control. 2s. 6d. net. 2s. 9d. by post.

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LEATHER coats, teddy lined, ladies' or gent's, from 40s.; list free; easy payments; 7s. 6d. secures delivery. Pride and Clarke, Ltd., 158 Stockwell Rd., S.W.9. 34-722

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GENT'S leather coats from 25s. Gauntlet gloves from 3s. 11d.

SEND for lists.

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A. P. COMPTON AND CO., coachbuilders. Special bodies built to order; designs and estimates free. Repairs, renovations, cellulosing, trimming, panel beating, etc. Portsmouth Rd., Thames Ditton, Surrey. Telephone, Emberbrook 2276. 34-j536

CYLINDER GRINDING.

CYLINDERS and crankshafts reground, new pistons fitted, bearings remetalled, scored bores filled in. Guaranteed welding. Sadgrove and Co., 20 Cannell St., Ancoats, Manchester. City 3761. 37-56

WHITE, WATSON AND CO. Cylinders reground with alloy pistons, fitted with Wellworthy rings: Austin 7, 55s.; 12, 66s.; Cowley, 66s.; Oxford, 68s.; others from 60s.; with Watalite heat-treated pistons from £4; reground in chassis, valves reseated, bearings adjusted, run in, £9; workmanship and materials guaranteed; inquiries invited. 80 Belvedere Rd., S.E.1. Hop 4352. zzz-57

READING CYLINDER AND PISTON CO., 774 Oxford Rd., Reading. Cylinders reground with Cylite pistons from 50s.; crankshafts reground, bearings, remetalled, cylinders lined with Centricast liners; guaranteed 6 months. Reading 3224. zzz-71

CYLINDER grinding, liners, valve seats, welding, piston, stockists. Apply for list. Dartford Automobile Eng. Works, Ltd. 'Phone 600. 58-149

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MARBLE ARCH MOTOR SUPPLIES, LTD.

DUST and waterproof covers, hemmed and eyeletted, all sizes from 7s. 6d. Cheapest in the trade. Send for list.

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DYNAMOS, starters, magnetos. 1,000 different reconditioned replacements ready to exchange while you wait, from 15s., allowing for part payment on old machine. See below.

LET us quote you for specialized high-class electric service executed by skilled craftsmen, cheapest experts in London. See below.

GOODS despatched on 7 days' approval against cash. Day, night and week-end service. See below.

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KINGSTON-ON-THAMES: Elton Rd. Kingston 3557-8.

BECKENHAM: Chaffinch Rd. (opposite Clock House). Beckenham 1146-7.

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CHROMIUM plating, high-grade work, on heavy nickel deposit, with latest plant, keenly competitive prices. Cox and Co., Lower Richmond Rd., Putney, S.W.15. Putney 6193-6. zzz-872

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CONWAY for good second-hand engines for almost every make of car. Call, write, wire or 'phone Acorn 1748. Gloucester Rd., and 19 High St., Acton, W.3. 34-542

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AUSTIN, B.S.A., M.G. Magna, M.G. Midget, Morgan, Morris Minor, Riley, Standard, Singer, Triumph, and Wolseley main agents. Deferred terms. Highest exchanges.

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ARCHIE SIMONS AND CO., exchange specialists. Any make of car supplied; deferred terms; highest possible allowances. 6-7 Warren St., Tottenham Court Rd., W.1 (opposite the Tube Station). Museum 3268-9. zzz-470

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NORMAND GARAGE, LTD. Exchange specialists, offer highest possible price for your present car or motorcycle, on receipt of full particulars, in exchange for any make of new or guaranteed second-hand car, balance cash or exceptionally easy payments arranged in 48 hours, delivery and collection in England, Scotland or Wales, free service. Immediate delivery of Austin, Morris, Trojan, Triumph, Standard, Singer, Humber and Rover. Call, write or 'phone, 489 Oxford St., W.1 (Mayfair 6801-2), or 11 Hammersmith Rd., W.14 (opposite Olympia); (Fulham 3477-9). zzz-167

NEWNHAMS allow best possible prices for used cars in exchange for new or other used models; distance no object; 200 cars always in stock; deferred arranged if desired. 237 Hammersmith Rd., London, W.6. Riverside 4646 34-781

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ROWLAND SMITH (MOTORS), LTD.

DEFERRED terms. No references, no inquiries of employers, guarantors and deposits not essential. Balance 6-24 months, charges from 3¾%. Individual requirements given every consideration. Highest exchanges. Full particulars and list on request.

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THE SERVICE CO., the house of highest repute for extended payments, established over 30 years, no outside finance, easiest of terms to your convenience, new, second-hand, exchange; state requirements. 273 High Holborn, London. zzz-502

F.O.C.H. hire-purchase is simple and costs little. Minimum formalities. Very low deposits. 3-5 Heath St., N.W.3. Hampstead 2215-6. Open all week-days, including Saturdays, 9-8; Sundays 9-1. zzz-608

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CHARING CROSS GARAGE, Villiers St., Strand. Capacity 200 cars; always open; running repairs, accessories, etc.; theatre facilities. Gerrard 1489. zzz-73

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KEMICK heat-resisting paint will keep your exhaust manifold clean and rust free. It will not burn off even at red heat! 1s. 6d. per ¼-pint tin, from any garage. 47-195

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HARRISONS. Hoods re-covered in few hours. Loose covers all cars.

HARRISONS. Replace celluloid while you wait or by return post or rail.

HARRISONS. Carpets, envelopes, cushions, tents, tarpaulins, upholstery materials, all-weather equipment, renovating.

HARRISONS, 355 Norwood Rd., Tulse Hill Station, S.E.27. Telephone, Streatham 6846. zzz-327

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ALLEN AND DORSETT for hood re-covering, 2-seaters from 30s., 4-seaters from 40s., satisfaction guaranteed. Below.

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CENTRAL MOTOR INSTITUTE, LTD., for hoods, side screens, mats, fabric body repairs, loose covers, etc., New College Parade, Finchley Rd., London, N.W.3. 'Phone, Primrose 1151. Always open. zzz-815

HOODS, re-covers from 30s., loose covers, any kind of upholstery, fabric bodies, re-covered and repaired. G. Cheny, 91 Little Albany St., N.W.1. Telephone, Museum 0671. 40-k457

COX. Hood re-covers, best materials; skilled workmanship; side screens repaired or replaced, strictly reasonable prices.

COX. Hood cloths, khaki or black, 5s. 6d. yd., 72 ins. wide; extra quality, 6s. 4d., 72 ins. wide; black leather cloth, 2-ply, 7s. 4d. yd., 60 ins. wide; coloured sports cloths, from 6s. yd., 72 ins. wide; webbing and banding, 6d. yd.; British celluloid, 58 ins. by 18 ins. by 20-1,000 in., 6s. sheet; samples on application.

COX. Dickey-seat screens, £3 5s.; four-panel rear screens, £4; visors from 10s. 6d. Send for fully illustrated lists.

COX AND CO., Lower Richmond Rd., Putney, S.W.15. Tel., Putney 6193-6. zzz-128

ASMUS. Hoods re-covered, screens recellulosed cheaply; general upholstering; fabric body renovations. 63a High St., Clapham, S.W.4 (next to Jay's). Macaula 5042. zzz-263

TODD AND CO. Hoods re-covered and repaired, side screens recellulised, general upholstery and repairs, fabric bodies re-covered or repaired. Duncan St., Islington. 45-274

BONTOP hood re-covering sets. Re-cover your hood in your own garage. All sewing completed, fixing sundries included. Details, patterns, prices, on application. Mention make and year.

BONTOP staples. For fixing celluloid yourself to side screens and backlights without sewing. Box of 2 doz. 7½d. post free.

BONTOP. We re-cover hoods, repair side screens and supply new screens. Low prices.

BONTOP easy fixing accessories. Grafton Engineering Co., Sycamore Grove, New Malden. Malden 0161. zzz-297

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BLACK waterproof leather cloth, finest quality, 54 ins. wide, 4s. 6d. per yd. Heavy double-texture twill, 36 ins. wide, 2s. 11d. per yd.; 72 ins., 5s. 9d. per yd. Postage extra.

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ALL cars favourably rated. Specimen rate. Combined benefits, £7 10s.; touring cars up to 10hp, third party only, £4; statutory, £3 8s.

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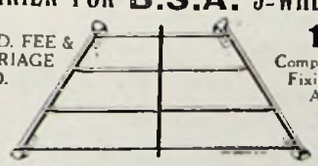

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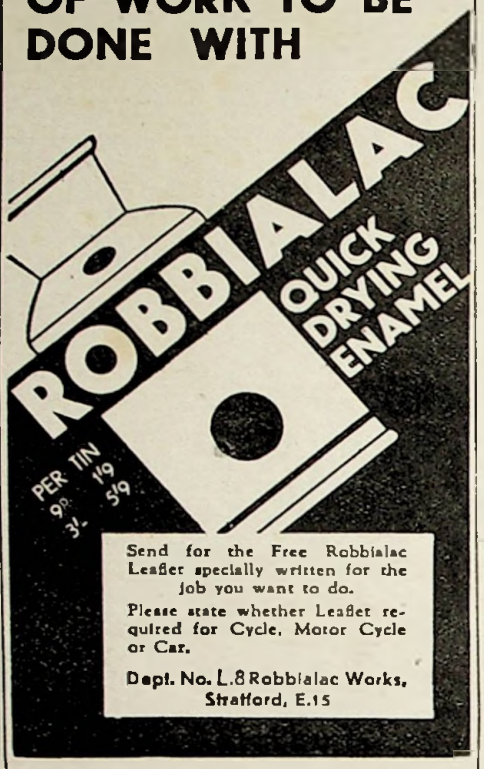

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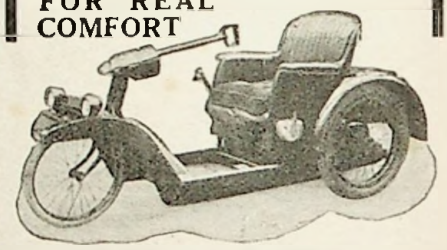

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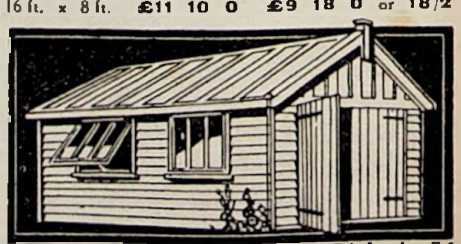

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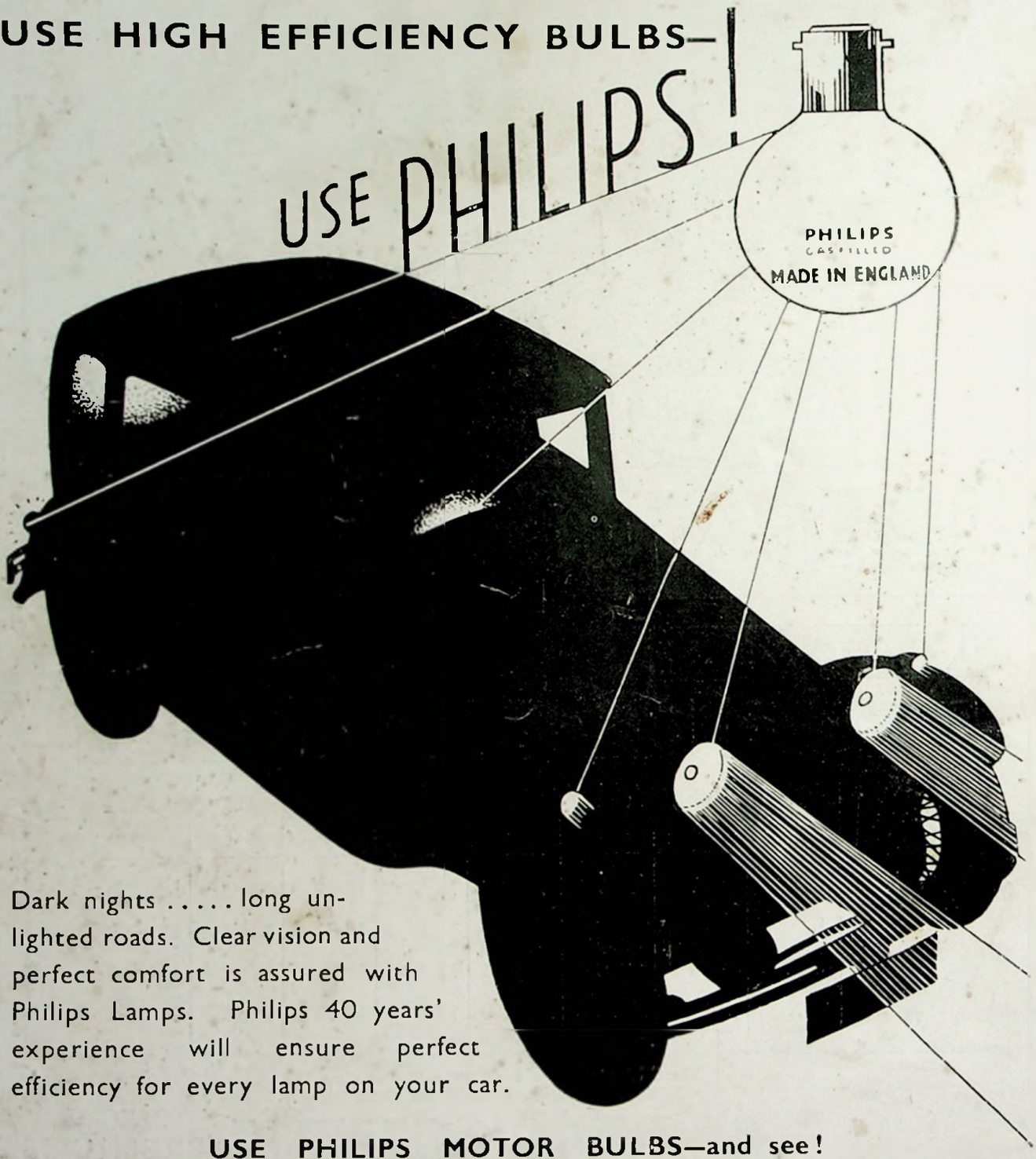

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